


# Hillsboro Airport Parallel Runway 12L/30R Final Environmental Assessment

Prepared for



  
Responsible FAA Official

1-8-2010  
Date

This environmental assessment becomes a Federal document when evaluated, signed, and dated by Responsible FAA Official.

**Prepared by:**

**CH2MHILL**

January 2010

**For further information:**

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# Contents

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**Part 1: Finding of No Significant Impact**

**Part 2: Changes to Environmental Assessment**

**Part 3: Appendix A Addendum**

Attachment 1: Affidavits of Publication for Public Hearing Notice

Attachment 2: Public Hearing Presentation

Attachment 3: Public Hearing Sign-in Sheets

Attachment 4: Comments and Responses

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# Part 1: Finding of No Significant Impact

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DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
**Finding of No Significant Impact**

Hillsboro Airport (HIO)  
New Parallel Runway 12L/30R  
Hillsboro, Oregon

The Port of Portland prepared a Draft and Final Environmental Assessment (EA) for the proposed construction of a new parallel runway (12L/30R) and related actions at Hillsboro Airport.

## **I. Introduction**

Hillsboro Airport is located in the city of Hillsboro in Washington County, Oregon, approximately 2 ¼ miles from Hillsboro city center and 12 miles west of downtown Portland. The Port of Portland owns and operates Hillsboro Airport. The Airport and surrounding Port-owned property occupy approximately 965 acres of land. The Airport boundaries are generally NE Brookwood Parkway to the east, NE 25<sup>th</sup> Avenue to the west, NW Evergreen Road to the north, and NE Cornell Road to the south. While the Airport is located almost entirely within the city of Hillsboro, it is located on the northern boundary of the city, and Port-owned lands north of NW Evergreen Road are within unincorporated Washington County.

Hillsboro Airport (the Airport or HIO) is the busiest general aviation (GA) airport in Oregon, and since 2008, it has also become the state's busiest airport. The FAA's National Plan of Integrated Airport Systems (NPIAS) lists HIO as a designated GA reliever airport for Portland International Airport (PDX).

## **II. The Proposed Agency Action and Approvals**

The Port of Portland proposes to build new Runway 12L/30R, which consists of the following components: 1) construction of Runway 12L/30R and associated taxiways, 2) the relocation of the existing Charlie Helipad, and 3) associated infrastructure improvements.

The Port proposes to initiate construction of the proposed runway and associated taxiways in 2010, with completion at the end of 2011. The relocated Charlie Helipad would be under construction in 2014, and would be in operation by 2015. Specifically, the proposed improvements include the following, as shown in **Figure 1-4** in the attached Final EA:

- The proposed Runway 12L/30R would be parallel to and 700 feet east of Runway 12/30 (to be re-designated Runway 12R/30L), the Airport's main runway. The new runway would be 3,600 feet long and 60 feet wide, consistent with the runway's intended use by fixed-wing, piston-engine, and propeller-driven airplanes. This new runway would occupy the location of the existing Charlie Helicopter Landing and Take-Off Pad, commonly known as the Charlie Helipad.
- Taxiway D would be parallel to and 240 feet east of the new Runway 12L/30R and would connect to Taxiway C. Taxiway D would provide access to aircraft landing and taking off from

the new Runway 12L/30R. Taxiway D would also be used as an interim replacement for the existing Charlie Helipad.

- Charlie Helipad would be constructed as identified in either Alternative 2 or 3 location.

The FAA actions, determinations, and approvals necessary for this project to proceed to completion include the following:

- A determination under 14 CFR Part 157 (49 USC 40113(a)) on whether there are objections to the airport development proposal from an airspace perspective, based on aeronautical studies;
- A determination through the aeronautical study process under 14 CFR 77 (40 USC 40103(b), 40133) regarding obstructions to navigable airspace;
- Determinations under 49 U.S.C. Sections 47106 and 47107 pertaining to FAA approval of the airport layout plan (ALP), 49 U.S.C. §47107(a)(16) environmental approval (see 42 U.S.C. §§4321-4347 and 40 CFR §1500-1508), and determinations under other statutes and regulations discussed in this Finding of No Significant Impact (FONSI).

### **III. Purpose and Need**

The purpose of the proposed action is to reduce congestion and delay at HIO in accordance with planning guidelines established by the FAA. The FAA National Plan of Integrated Airport Systems (NPIAS) states: "Current FAA guidance recommends that capacity planning start when aircraft activity reaches 60 to 75 percent of an airport's capacity." Aviation activity forecasts, described in EA Section 1.1.3 and the accompanying delay analysis in EA Section 1.1.4, demonstrate that the current level of activity and the mix of aircraft types at HIO exceed FAA planning criteria, which creates undesirable levels of delay as aircraft activity levels have nearly reached the capacity of the existing airfield. Forecast growth will further increase congestion and delay.

As noted in Section 1.1.4, the average delay per operation at HIO is projected to increase from 1.2 minutes in 2007 to 6 minutes in 2025 without airfield capacity improvement. This increased delay will in turn increase aircraft operation time and operating costs due to increased fuel consumption resulting in commensurate air emissions. In 2007, aircraft delay amounted to 3,321 hours annually. By 2025, total delay is forecast to reach 24,900 hours annually.

As a GA reliever airport for PDX, HIO is an important element of the National Airspace System (NAS) and the regional airport system. The Port and the FAA have consistently worked to maintain the Airport's capability to serve as an attractive, safe, and efficient alternative to PDX for diverse GA users. As congestion and delay increase, the Airport's ability to serve as an attractive, safe and efficient GA reliever airport will diminish. The proposed action is needed because the HIO airfield is currently operating at close to 100 percent of Annual Service Volume (ASV) and current Airport activity levels exceed FAA capacity planning criteria. Forecast activity levels will substantially exceed the ASV of the current airfield in the future with corresponding levels of congestion and delay as demand increases.

### **IV. Alternatives Analysis**

A wide range of alternatives was considered to meet the Purpose and Need. Alternatives included several new runway locations and configurations and non-development alternatives. The area in which a runway meeting the minimum length requirements could be built is limited by existing site constraints including the existing runway 12/30 to the west, Evergreen Road to the north, runway 2/20 and existing GA facilities to the south. Within this envelope, impacts for various runway locations were determined to be virtually the same. Non-development alternatives included elimination of local training flights, diversion

of traffic to other airports, demand management, and use of new technologies. These alternatives were evaluated with respect to their ability to meet the Purpose and Need for the proposed action, site constraints, and environmental factors. Three build alternatives were identified in Chapter 3 *Alternatives* of the EA as meeting the purpose and need. The alternatives screening analysis in the EA concluded that the non-development alternatives would not meet the purpose and need (EA section 3.1.3). Briefly, the alternatives carried forward for detailed environmental review in the EA are:

- **Alternative 1 – No Action.** NEPA requires consideration of the No Action Alternative. 40 CFR 1502.14(d) (agencies shall “include the alternative of no action”). This alternative also serves as the basis of comparison for other reasonable alternatives.
- **Alternative 2 – Proposed Runway 12L/30R with Charlie Helipad Option A.** This alternative includes the improvements described above. In this alternative, the relocated Charlie Helipad would be located at the southern end of the area available for siting.
- **Alternative 3 – Proposed Runway 12L/30R with Charlie Helipad Option B.** This alternative differs from Alternative 2 only in the location of the relocated Charlie Helipad. In this alternative, the relocated Charlie Helipad would be located at the northern end of the available area.

The Port has selected as operationally preferred either Alternative 2 or 3. As is shown in the Chapter 5, *Environmental Consequences* – all of the build alternatives (Alternative 2 or 3) would affect wetlands, each requiring the filling of 2.22 acres of wetland. Impacts to other resource categories are essentially the same with either alternative.

## **V. Environmental Consequences**

Consistent with the requirements of FAA Orders 1050.1E, Change 1, and 5050.4B, the following sections summarize the impacts of the project alternatives as they relate to the specific environmental resource categories.

### **Noise**

No residential or other noise-sensitive land uses would be within the DNL 65 contours that define significant aircraft noise exposure for any of the alternatives under consideration. No noise-sensitive land uses would experience significant project-related aircraft noise impacts or significant noise exposure from construction activities. The 65 DNL and greater contours all remain on airport property.

### **Compatible Land Use**

None of the alternatives under consideration would generate a significant noise impact, and no residential or other noise-sensitive land uses would fall within the DNL 65 contours for any of these alternatives. The Airport is noted within the City of Hillsboro and Washington County land use plans and policies and thus is a consistent land use. None of the alternatives would require change of use approval, annexation or relocation that would disrupt land use patterns in the Airport environs. The project alternatives would not therefore create non-compatible land use.

### **Historical, Architectural, Archeological, and Cultural Resources**

No archaeological or historic resources on or eligible for the National Register of Historic Places were found in the project Area of Potential Effect. The background research and field observations conducted in this analysis indicate that a “No Properties Affected” determination by the FAA in consultation with the Oregon State Historic Preservation Office (SHPO) is appropriate. The SHPO concurred with this determination on June 12, 2009.

### **DOT Section 4(f) Resources**

No potential DOT Section 4(f) or Land and Water Conservation Fund Section 6(f) properties are present within the existing or future DNL 65 noise contours. No property would be acquired as part of this project and the 65 DNL noise contour would remain entirely within the Airport property for all the alternatives. Therefore, no significant direct or indirect impacts to potential Section 4(f) or Section 6(f) resources would occur.

### **Socioeconomic Impacts, Environmental Justice, Children’s Environmental Health and Safety Risks**

No significant adverse socioeconomic impacts or disproportionate risks to children’s environmental health and safety are expected due to the proposed project. None of the alternatives would result in the relocation of any residences or businesses, division or disruption of any communities in the surrounding area, or change in surface transportation facilities or traffic volumes. Neither Alternative 2 nor 3 would result in adverse impacts on environmental resources that could lead to disproportionately high and adverse impacts on minority and/or low-income populations.

### **Secondary (Induced) Impacts**

No significant adverse secondary impacts would occur because of the proposed project.

### **Air Quality**

Construction of either Alternative 2 or Alternative 3 would temporarily increase air emissions due to construction of the proposed runway, taxiways, and the Charlie Helipad. These construction emissions would not be significant. Once constructed, the project alternatives would reduce airfield congestion and aircraft delay compared to the No Action Alternative, resulting in long-term, ongoing emissions reductions. The project alternatives would not cause significant air quality impacts. The project emissions are de-minimis.

### **Water Quality**

Surfaces at Hillsboro Airport drain to Glencoe Swale, a tributary of McKay Creek, on the north and Dawson Creek on the south. Both Alternative 2 and Alternative 3 would represent an increase in impervious surface of 15.3 acres, a 42% increase in impervious area draining to Glencoe Swale relative to the No Action and an approximate 0.9% increase in the impervious area draining to Dawson Creek. Because the increase in impervious area for Dawson Creek is below the margin of error for modeling and the increase in flows and pollutants would not be measurable, impacts to Dawson Creek are considered negligible. Increased flow to Glencoe Swale would be approximately 5.9% in a 10-year storm event and approximately 4.0% in a 100-year storm event, which does not exceed the defined threshold of significance. Thus, with respect to water *quantity*, no significant impacts are expected under either Alternative 2 or 3.

Storm water runoff from the new impervious surface in Alternatives 2 and 3 would be treated through a vegetated filter strip to reduce pollutant levels to below water quality criteria. Downstream pollutant concentrations in Glencoe Swale would be lower for Alternatives 2 and 3 compared to the No Action Alternative because the receiving water concentrations would be diluted by the increased runoff. Thus, no significant water *quality* impacts are expected with either Alternative 2 or 3.

### **Fish, Wildlife, and Plants**

No significant impacts on fish, wildlife, or plants are expected from Alternative 2 or Alternative 3. Approximately 6.3 acres of vegetated corridor, or wetland buffer, will be converted to airport use by either alternative. Washington County Clean Water Services regulates these sensitive areas, and requires mitigation for impacts. No federally listed threatened or endangered plant or animal species are present in the study area. FAA has determined the project would have “no effect” on federally listed fish species. There would be no impacts on any federal or state listed threatened or endangered species.

### **Wetlands**

Alternative 2 and Alternative 3 would both result in permanent loss of 2.22 acres of scattered, low value wetlands. Wetlands that would be affected range in size from 0.01 acre to 1.71 acres, with the largest wetland being only partly impacted. All wetlands that would be impacted are vegetated primarily, if not exclusively, by non-native grasses and opportunistic weedy species.

### **Floodplains**

No work is proposed within the 100-year floodplain for Glencoe Swale or Dawson Creek or any other floodplain under any alternative.

### **Hazardous Materials, Pollution Prevention, and Solid Waste**

As part of its sustainability practices, the Port reduces waste generation through its waste management program, which includes waste segregation, recycling, and energy recapture programs. No significant impacts related to hazardous materials, pollution prevention, or solid waste were identified for the proposed project.

### **Farmlands**

With respect to farmlands classified as prime, unique, or of statewide importance, as defined by the US Department of Agriculture Natural Resource Conservation Service (NRCS), approximately 50 acres of prime farmland or farmland of statewide importance would be directly or indirectly converted to non-farmland use with Alternative 2 or 3. Coordination with the NRCS under the Farmland Protection Policy Act resulted in a Farmland Conversion Impact Rating Score of 107, which is below the threshold of significance of 200. No further action other than documentation for record with the NRCS is required.

### **Energy Supply, Natural Resources, and Sustainable Development**

Implementation of either Alternative 2 or Alternative 3 would decrease demand for energy by decreasing congestion and delay at the airport and would not lead to increased activity at HIO compared to the No Action Alternative. Implementation of Alternative 2 or 3 would therefore have a beneficial effect in reducing consumption of aviation fuel, and would have a neutral effect on demand for most other sources of energy. The runway and taxiway would increase the airfield's demand for electrical power by 31 KW, or about 18 percent. This additional demand could be accommodated by Portland General Electric, the local energy provider. In addition, the Port reduces waste generation through its waste management program, as described above in Hazardous Materials, Pollution Prevention, and Solid Waste. Construction and operation of the project alternatives would not, therefore, cause significant impacts with respect to energy supply, natural resources, and sustainable development.

### **Light Emissions and Visual Impacts**

Construction and operation of the project alternatives would not cause significant impacts with respect to light emissions and visual impacts.

### **Cumulative Impacts**

Construction and operation of the project alternatives would not contribute cumulatively to significant impacts on any environmental resource.

### **Mitigation**

The project would result in the loss of 2.22 acres of scattered wetlands and the conversion of approximately 6.3 acres of Vegetated Corridor that is regulated by Washington County Clean Water Services. These impacts would be mitigated through restoring 2.22 acres of wetlands and approximately 6.3 acres of vegetated buffer at the nearby Jackson Bottom Wetland Preserve. This restored wetland would provide several wetland functional characteristics that would exceed the functions of the impacted wetlands. They would be higher functioning in characteristics of native vegetation, wildlife habitat, fish habitat, floodwater storage, sediment retention, and possibly removal or storage of nutrients. The vegetated corridor would consist of native vegetation and would also be higher functioning in wildlife



habitat, flood storage, sediment retention than the area impacted by the project. Permits required by various agencies for these impacts have been applied for and mitigation plans are under review.

**VI. Agency Conditions and Findings**

**Conditions:** Construction of the proposed runway is conditioned upon the receipt of a 404 permit from the US Army Corps of Engineers and a Removal/Fill permit from the Oregon Department of State Lands for the filling of 2.22 acres of wetland necessary for the proposed runway. In the event that any artifacts are discovered during construction activities, the Port of Portland will immediately halt construction in such areas and the Oregon State Historic Preservation Officer (SHPO) and other proper authorities (including Native American tribes) will be contacted within 24-hours. This will be done so that the findings could be recorded and the level of significance determined. If findings of significance were made, mitigation measures would be developed through a Memorandum of Agreement among FAA, the SHPO, Advisory Council on Historic Preservation, and others.

**Finding:**

I have carefully and thoroughly considered the facts in the attached Draft EA and supplement. Based on that information, I find the proposed federal action is consistent with existing national environmental policies and objectives of Section 101(a) of the *National Environmental Policy Act of 1969* (NEPA), and other applicable environmental requirements subject to these conditions. I also find that proposed federal action with the required mitigation discussed above will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to Section 102(2)(c) of NEPA. As a result of these findings, the FAA will not prepare an Environmental Impact Statement for this project.

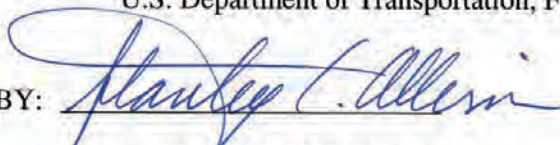
PREPARED BY:



Date: 1-8-2010

Cayla Morgan,  
U.S. Department of Transportation, Federal Aviation Administration

APPROVED BY:



Date: 1/8/10

Carol Suomi, Manager  
Seattle Airports District Office

FONSI 2 12/17/09

# Part 2: Changes to Environmental Assessment

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The following changes amended the text of Sections 1.1 and 5.9 in response to comments received on the Draft EA. New text is underlined and text to be removed is crossed out. These changes replace the existing text in the affected sections and, together with the unchanged sections of the Draft EA, constitute the Final EA.

## 1.1 Background

Hillsboro Airport (the Airport, or HIO) is the busiest general aviation (GA) airport in Oregon, and is currently (2008) the busiest airport in the State. ~~the state's second busiest airport.~~ Aircraft operations at the HIO and Portland International Airport (PDX) have been nearly equal over the last several years as shown below.

- 2007: PDX = 264,518; HIO = 236,885
- 2008: PDX = 252,572; HIO = 259,263
- 2009 (through 10/31/09): PDX = 190,877; HIO = 195,311

The FAA's National Plan of Integrated Airport Systems (NPIAS) lists HIO as a designated GA reliever airport for Portland International Airport (PDX). The NPIAS<sup>1</sup> describes the role of GA reliever airports in the National Airspace System (NAS) as follows.

*Due to different operating requirements between small general aviation aircraft and large commercial aircraft, general aviation pilots often find using a congested commercial service airport can be difficult. In recognition of this, FAA has encouraged the development of high capacity general aviation airports in major metropolitan areas. These specialized airports, called relievers, provide pilots with attractive alternatives to using congested hub airports. They also provide general aviation access to the surrounding area.*

The following sections describe the existing facilities at HIO and the Port's planning efforts to ensure that HIO continues to serve as an effective GA reliever airport. As a part of its planning process, the Port conducted a Master Plan to identify future development needs based on forecasts of aviation activity and capacity estimates for the existing airfield at HIO.

## 5.9 Fish, Wildlife and Plants

### ***Oregon Administrative Rules 635-043-051 to 0115***

Under OAR 635-0430951 to 0115, a property owner must obtain a Wildlife Harassing Permit from ODFW before harassing any wildlife on their property. Harassment is defined as any act that frightens or chases, but does not kill, wildlife. Harassment can be employed for scientific purposes pursuant to an ODFW program; to offer protection

against a threat to human safety; to offer protection of land or property from damage; for wildlife management purposes pursuant to ODFW programs; or for rehabilitation of sick, injured, or orphaned wildlife. A Wildlife Harassing Permit is not required of those persons possessing a valid federal migratory bird permit authorizing harassment of migratory bird species. ~~The current federal migratory bird permit that the Port maintains on an annual basis meets the ODFW state requirements under OAR 635-043-051 to 0115.~~ It is not expected that there will be any need for a scientific taking of any species for the proposed project; consequently a Scientific Taking Permit is not required.

# Part 3: Appendix A Addendum

## Public and Agency Involvement Summary

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The Draft Environmental Assessment (EA) was published on October 8, 2009, and was followed by a 45-day comment period that ended on November 20, 2009. Copies of the Draft EA were available to the public in hard copy or CD format free of charge, and copies were provided at the Hillsboro Main Library, the Hillsboro Shute Branch Library, the Hillsboro Civic Center, the Port of Portland Office Building in downtown Portland, and the Portland International Airport Administrative Offices. A public hearing was held on November 10, 2009, 30 days after the Notice of Public Hearing and Notice of Availability was published, to provide an opportunity for public comment. The following federal, state, and local agencies received copies of the Draft EA:

### Federal

- Federal Aviation Administration
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers

### State

- Oregon Department of Environmental Quality
- Oregon Department of Fish and Wildlife
- Oregon Department of Aviation
- Oregon Department of Transportation

### Local

- Clean Water Services
- Washington County Commissioners and Departments of Community Development and Land Use & Transportation
- City of Hillsboro Council and Departments of Planning and Public Works
- Citizen Participation Organizations 8 and 9

A copy of the Notice of Public Hearing and Notice of Availability is provided at the end of this summary.

## Public Hearing Overview

On November 10, 2009, a public hearing was held at the Charles D. Cameron Public Services Building Cafeteria (room 120), 155 N First Avenue, Hillsboro, from 5:30 p.m. to 7:30 p.m.

The purpose of this event was to provide an opportunity to comment on the Draft EA for the parallel runway project at Hillsboro Airport. Information about the design and construction of the parallel runway, the project's timeline, and impacts was also provided.

The following attachments are included at the end of this appendix:

Attachment 1: Affidavits of Publications for Public Notices

Attachment 2: Presentation from Public Hearing

Attachment 3: Sign-in Sheets from Public Hearing

Attachment 4: Public and Agency Comments and Responses

## **Advertisements/Outreach**

The public hearing was announced to the public using the following outreach techniques:

- Two large banner signs on either corner of airport property
- Ads in Hillsboro zone of *The Oregonian* and *The Hillsboro Argus* newspapers
- City e-newsletter

## **Public Hearing Format**

The public hearing was held in an open-house format, which included multiple stations with information about the project, tables with copies of the Draft EA for reviewing the document, and a court reporter for recording oral testimony. At two times during the hearing, a brief presentation providing an overview of the project and summarizing the results of the environmental studies performed was provided.

The six stations included the following:

- Station #1: Sign In
- Station #2: General Project Information—Proposed Action
- Station #3: Noise Study Results
- Station #4: Wetlands Study Results
- Station #5: Other Environmental Study Results

## **Attendance**

Approximately 18 members of the public attended the hearing.



## **Public Comments**

One written comment was submitted at the hearing and one person submitted oral testimony. Four additional public and agency comments were received via e-mail and regular mail.

## **Attachments**

Attachment 1: Affidavits of Publication for Public Hearing Notice

Attachment 2: Public Hearing Presentation

Attachment 3: Public Hearing Sign-in Sheets

Attachment 4: Comments and Responses

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**Attachment 1:  
Affadavits of Publication  
for Public Hearing Notice**

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**Notice of Public Hearing  
and Notice of Availability of  
Draft Environmental Assessment**

**for Hillsboro Airport Parallel Runway 12L/30R**

The Port of Portland (Port) and the Federal Aviation Administration (FAA) announce that a Draft Environmental Assessment (Draft EA) has been prepared in accordance with the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality (CEQ) guidelines implementing NEPA to analyze the potential environmental impacts of constructing a new runway within an existing airfield. The federal regulatory agency with jurisdiction over civil aviation is the FAA, which must review and approve all proposed facilities and development on airport property to ensure compatibility with safe airport operations.

The Port of Portland intends to construct a new, parallel general aviation runway at Hillsboro Airport. This Draft EA describes the likely environmental, social and economic impacts of the Hillsboro Parallel Runway 12L/30R. The Draft EA will be available for a 44-day public comment period from October 8, 2009 through November 20, 2009.

**Public Open House/Hearing**

The Port will host an open house and public hearing November 10 from 5:30 p.m. to 7:30 p.m. at the Charles D. Cameron Public Services Building Cafeteria (room 120), 155 N First Avenue, Hillsboro. The event will provide interested citizens and community representatives with an opportunity to learn about the new Parallel Runway 12L/30R. The purpose of the public hearing is to provide an opportunity to comment on the Draft EA for the parallel runway project. The Port will provide a stenographer to document testimony. It also will have comments cards available for attendees to submit written comments on the Draft EA.

The Draft EA is available online at: [http://www.portofportland.com/Prj\\_HIO\\_Prl\\_Rnwy.aspx](http://www.portofportland.com/Prj_HIO_Prl_Rnwy.aspx). It is also available for review at the following locations:

- Hillsboro Main Library, 2850 Brookwood Parkway
- Hillsboro Shute Park Branch, 775 SE, 10th Avenue
- Hillsboro Civic Center, 150 E. Main Street, 4th floor
- Port of Portland Building, 121 NW Everett Street, 7th Floor Reception Desk, Portland, OR
- Portland International Airport Administrative Offices (Conference Center), 7120 NE Airport Way, Portland, OR

For additional information or to receive a CD copy by mail, please e-mail Renee Dowlin, Aviation Environmental Program Manager, or call 503-460-4566.

**Written public comments on the Draft EA should be submitted to:** Ms. Renee Dowlin, Aviation Environmental Program Manager, Port of Portland, P.O. Box 3529, Portland, OR 97208-3529, or by Email: [renee.dowlin@portofportland.com](mailto:renee.dowlin@portofportland.com). All mailed comments must be postmarked by November 20, 2009. All comments submitted via email must be received by 5:00 pm on November 20, 2009.

(Oct. 6, 2009)

## Affidavit of Publication

STATE OF OREGON, COUNTY OF WASHINGTON, ss.

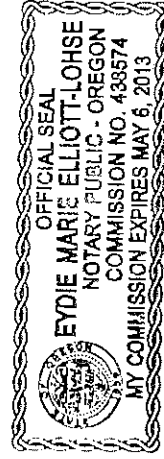
I, Gary B. Stutzman, being first duly sworn, depose and say that I am the Managing Editor of THE HILLSBORO ARGUS, a newspaper of general circulation as defined by ORS 193.010 and 193.020; printed and published at Hillsboro, in the aforesaid county and state; that the Notice of Public Hearing, a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for one insertion(s) in the following issue(s):

October 6, 2009



Subscribed and sworn to before me this 6th day  
of October, 2009.







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# The Oregonian

EST. 1850

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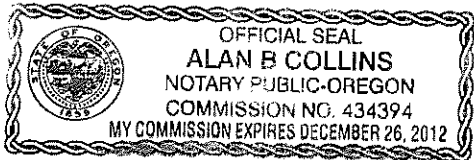
1320 SW Broadway, Portland, OR 97201-3499

## Affidavit of Publication

**M. HARRIS**

, duly sworn depose and say that I am the Principal Clerk Of The Publisher of The Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published in the city of Portland, in Multnomah County, Oregon; that the advertisement was published without interruption in the entire and regular issue of The Oregonian or the issue on the following date(s):

10/6/2009



*M. Harris*

Principal Clerk of the Publisher:

*10/13/09*

Subscribed and sworn to before me this date:

*Alan B. Collins*

Notary:

Ad Order Number: 0002862231

Practically Indispensable.

1320 SW Broadway, Portland, OR 97204-3499

## Affidavit of Publication

### Notice of Public Hearing and Notice of Availability of Draft Environmental Assessment for Hillsboro Airport Parallel Runway 12L/30R

The Port of Portland (Port) and the Federal Aviation Administration (FAA) announce that a Draft Environmental Assessment (Draft EA) has been prepared in accordance with the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality (CEQ) guidelines implementing NEPA to analyze the potential environmental impacts of constructing a new runway within an existing airfield. The federal regulatory agency with jurisdiction over civil aviation is the FAA, which must review and approve all proposed facilities and development on airport property to ensure compatibility with safe airport operations.

The Port of Portland intends to construct a new, parallel general aviation runway at Hillsboro Airport. This Draft EA describes the likely environmental, social and economic impacts of the Hillsboro Parallel Runway 12L/30R. The Draft EA will be available for a 39-day public comment period from October 8, 2009 through November 15, 2009.

#### Public Open House/Hearing

The Port will host a open house and public hearing November 10 from 5:30 p.m. to 7:30 p.m. at the Charles D. Cameron Public Services Building Cafeteria (room 120), 155 N First Avenue, Hillsboro. The event will provide interested citizens and community representatives with an opportunity to learn about the new Parallel Runway 12L/30R. The purpose of the public hearing is to provide an opportunity to comment on the Draft EA for the parallel runway project. The Port will provide a stenographer to document testimony. It also will have comments cards available for attendees to submit written comments on the Draft EA.

The Draft EA is available online at:

[http://www.portofportland.com/Prj\\_HIO\\_Prll\\_Rnwy.aspx](http://www.portofportland.com/Prj_HIO_Prll_Rnwy.aspx) It is also available for review at the following locations:

Hillsboro Main Library, 2850 Brookwood Parkway Hillsboro Shute Park Branch, 775 SE 10th Avenue Hillsboro Civic Center, 150 E. Main Street, 4th floor Port of Portland Building, 121 NW Everett Street, 7th Floor Reception Desk, Portland, OR

Portland International Airport Administrative Offices (Conference Center), 7120 NE Airport Way, Portland, OR For additional information or to receive a CD copy by mail, please e-mail Renee Dowlin, Aviation Environmental Program Manager, or call 503-460-4566.

Written public comments on the Draft EA should be submitted to:

Ms. Renee Dowlin Aviation Environmental Program Manager Port of Portland, P.O. Box 3529 Portland, OR 97208-3529 Or by Email: [renee.dowlin@portofportland.com](mailto:renee.dowlin@portofportland.com) All mailed comments must be postmarked by November 15, 2009. All comments submitted via email must be received by 5:00 pm on November 15, 2009.

**M. HARRIS**

\_\_\_\_\_, duly sworn depose and say that I am the Principal Clerk Of The Publisher of The Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published in the city of Portland, in Multnomah County, Oregon; that the advertisement was published without interruption in the entire and regular issue of The Oregonian or the issue on the following date(s):

0/6/2009

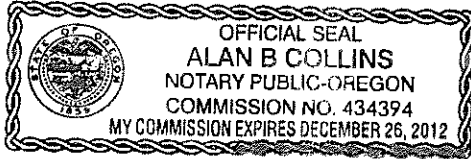
# The Oregonian

EST. 1850

Practically Indispensable.

1320 SW Broadway, Portland, OR 97201-3499

## Affidavit of Publication



*M. Hands*

Principal Clerk of the Publisher:

*10/3/09*

Subscribed and sworn to before me this date:

*Alan B. Collins*

Notary:

Ad Order Number: 0002862231

Notice of Public Hearing and Notice of Availability of Draft Environmental Assessment for Hillsboro Airport Parallel Runway 12L/30R. The Port of Portland (Port) and the Federal Aviation Administration (FAA) announce that a Draft Environmental Assessment (Draft EA) has been prepared in accordance with the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality (CEQ) guidelines implementing NEPA to analyze the potential environmental impacts of constructing a new runway within an existing airfield. The federal regulatory agency with jurisdiction over civil aviation is the FAA, which must review and approve all proposed facilities and development on airport property to ensure compatibility with safe airport operations.

The Port of Portland intends to construct a new, parallel general aviation runway at Hillsboro Airport. This Draft EA describes the likely environmental, social and economic impacts of the Hillsboro Parallel Runway 12L/30R. The Draft EA will be available for a 39-day public comment period from October 8, 2009 through November 15, 2009.

Public Open House/Hearing. The Port will host a open house and public hearing November 10 from 5:30 p.m. to 7:30 p.m. at the Charles D. Cameron Public Services Building Cafeteria (room 120), 155 N First Avenue, Hillsboro. The event will provide interested citizens and community representatives with an opportunity to learn about the new Parallel Runway 12L/30R. The purpose of the public hearing is to provide an opportunity to comment on the Draft EA for the parallel runway project. The Port will provide a stenographer to document testimony. It also will have comments cards available for attendees to submit written comments on the Draft EA.

The Draft EA is available online at: [http://www.portofportland.com/Prj\\_HIO\\_Prl1\\_Rnwy.aspx](http://www.portofportland.com/Prj_HIO_Prl1_Rnwy.aspx)

It is also available for review at the following locations: ¶ Hillsboro Main Library, 2850 Brookwood Parkway ¶ Hillsboro Shute Park Branch, 775 SE 10th Avenue ¶ Hillsboro Civic Center, 150 E. Main Street, 4th floor ¶ Port of Portland Building, 121 NW Everett Street, 7th Floor Reception Desk, Portland, OR ¶ Portland International Airport Administrative Offices (Conference Center), 7120 NE Airport Way, Portland, OR

For additional information or to receive a CD copy by mail, please e-mail Renee Dowlin, Aviation Environmental Program Manager, or call 503-460-4566.

Written public comments on the Draft EA should be submitted to: Ms. Renee Dowlin, Aviation Environmental Program Manager, Port of Portland, P.O. Box 3529, Portland, OR 97208-3529. Or by Email: [renee.dowlin@portofportland.com](mailto:renee.dowlin@portofportland.com)

All mailed comments must be postmarked by November 15, 2009. All comments submitted via email must be received by 5:00 pm on November 15, 2009.

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**Attachment 2:  
Public Hearing Presentation**

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# Hillsboro Airport Parallel Runway 12L/30R Draft Environmental Assessment November 10, 2009

# Goals for Tonight's Open House

- **Present results of the environmental assessment analyses**
- **Provide opportunity for comments from public**

# Roles and Responsibilities

## ➤ **Port of Portland – Project Sponsor**

- Identify capacity needs
- Plan airport development
- Prepare Draft EA for FAA use

## ➤ **FAA – Lead Federal Agency**

- Approve the EA
- Approve the ALP with the proposed project
- Approve of Federal funding
- Consult with other Federal Agencies

# Today's Presentation

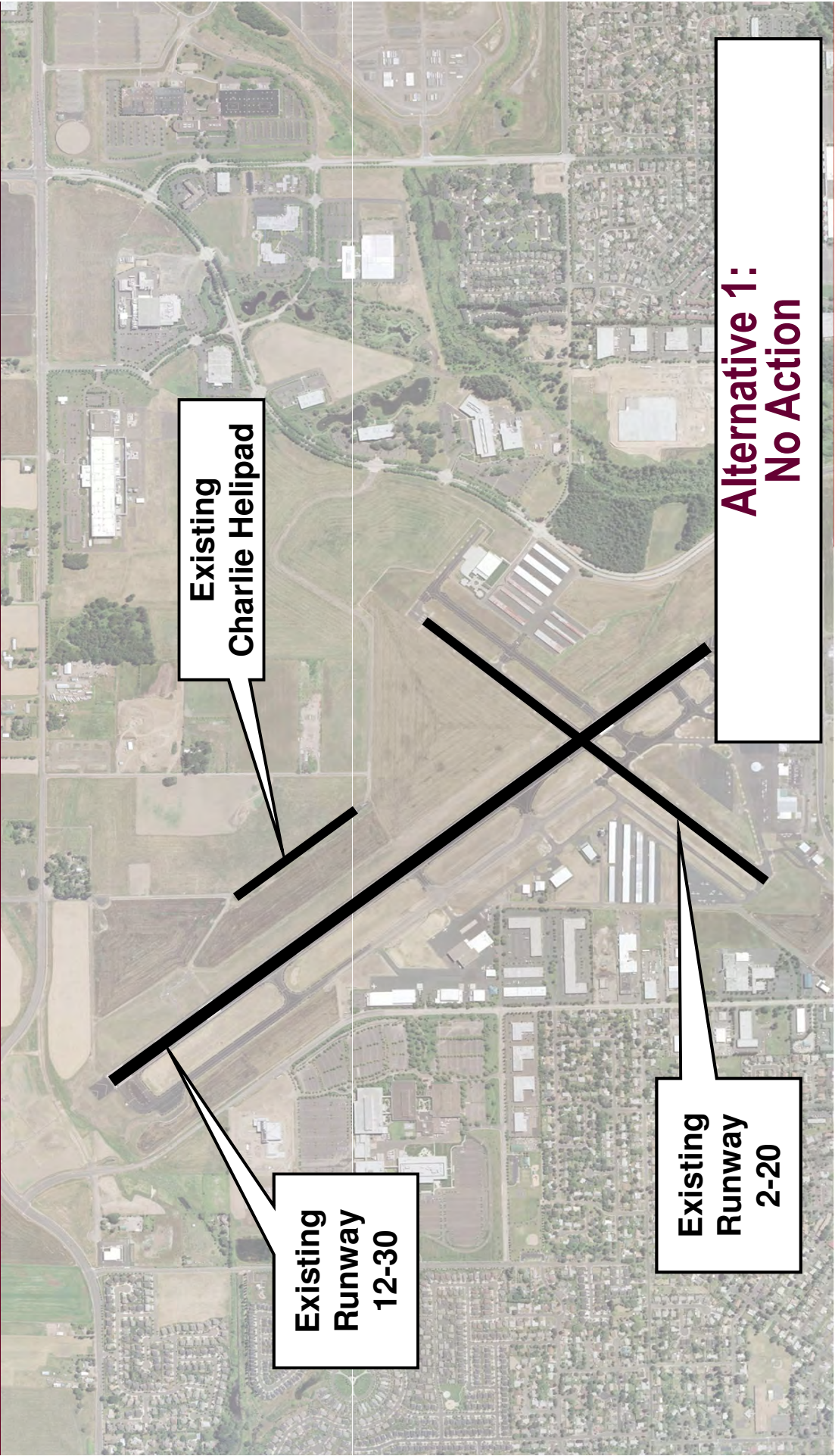
- **Project Alternatives**
- **Impact Assessment**
- **Next Steps**

## **Purpose & Need**

- **Reduce congestion and delay at HIO in accordance with FAA planning guidelines**
- **FAA guidance: initiate planning for capacity enhancement at 60-75 % of ASV**
- **Airfield currently at 100% of ASV and will substantially exceed ASV in the near future**

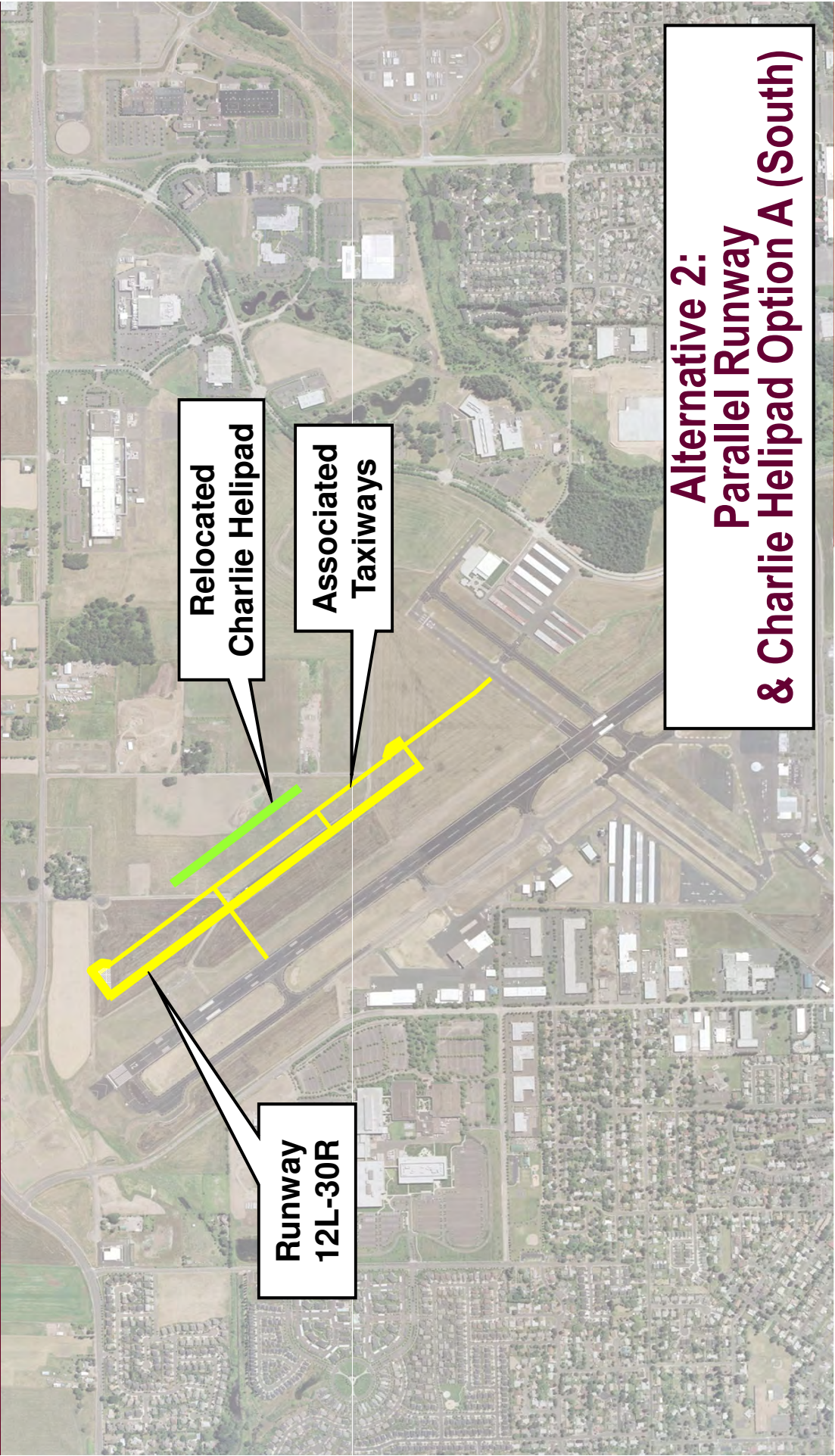


# Background – Project Description





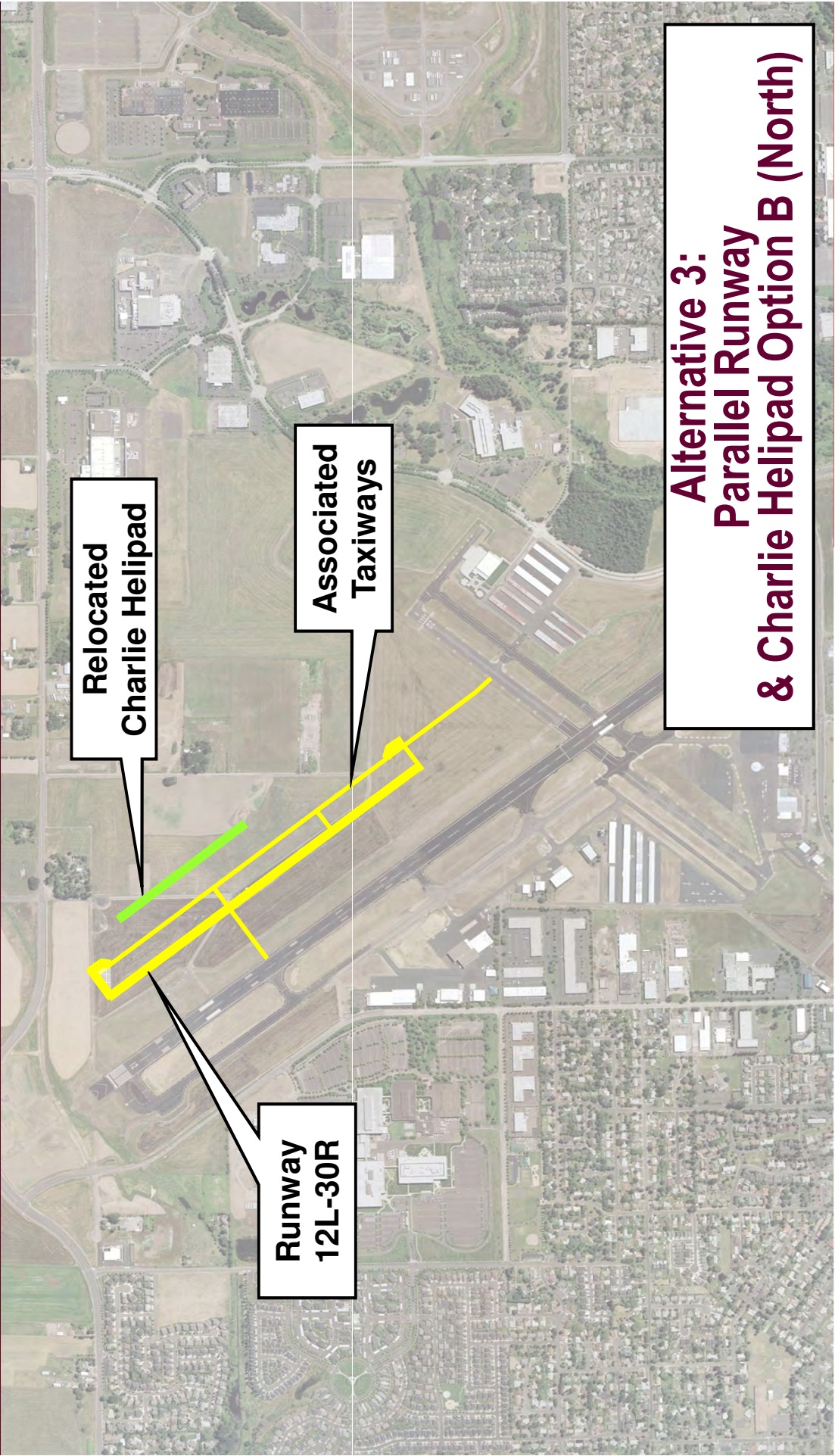
# Background – Project Description



**Alternative 2:  
Parallel Runway  
& Charlie Helipad Option A (South)**



# Background – Project Description



**Alternative 3:  
Parallel Runway B (North)  
& Charlie Helipad Option B (North)**

# **Environmental Resources Evaluated Include:**

- **Air Quality**
- **Noise and Compatible Land Use**
- **Farmlands**
- **Water Quality, Wetlands and Floodplains**
- **Fish, Wildlife and Plants**
- **Socioeconomic Impacts, Environmental Justice, and Children’s Health and Safety Risks**
- **Hazardous Materials, Pollution Prevention, and Solid Waste**
- **Light Emissions and Visual Impacts**
- **Natural Resources and Energy Supply**
- **Cultural Resources and DOT Section 4(f) resources**
- **Construction Impacts**

# Findings: No Significant Adverse Impacts

- **Air quality: The proposed action will improve from No Action Alternative**
- **Noise/Compatible land use:**
  - Significant noise contours would remain on airport
  - No significant impacts to compatible land use
- **Water Quality: downstream changes to Dawson Creek and McKay Creek are less than 1 percent of flow**

# Findings: No Significant Adverse Impacts

- **Wetlands:**
  - **2.22 acres of wetland impacts cannot be avoided**
  - **Wetlands impacted are low-value, isolated wetlands**
  - **Mitigation through enhancement of higher-value, off-site wetlands will occur at Jackson Bottom Wetlands Preserve**
- **Floodplains: No work within 100-year floodplains and no change to 100-year floodplains**

# Findings: No Significant Adverse Impacts

- **Fish, Wildlife and Plants:**
  - **No effect on Threatened and Endangered fish species.**
  - **70.4 acres of grass/pasture vegetation/habitat would be converted to airfield use**
  - **Vegetated Corridor mitigation would occur at Jackson Bottom Wetlands Preserve**
- **Farmlands: Approximately 50 acres of prime farmlands and farmlands of statewide importance would be permanently converted**
- **Socioeconomic Impacts, Environmental Justice, and Children's Health and Safety Risks: no significant impacts**



## **Findings: No Significant Adverse Impacts**

- **Hazardous Materials, Pollution Prevention, and Solid Waste: No significant impacts**
- **Light Emissions and Visual Impacts: No significant impacts**
- **Natural Resources and Energy Supply: No significant impacts**
- **Cultural Resources and DOT Section 4(f) resources: No resources affected**
- **Construction Impacts: Construction air emissions less than significant, noise impacts less than significant**

# Schedule

- **Draft EA Published– October 8th**
- **30+ day Public Comment Period – October 8th to November 20th**
- **Comments incorporated into final EA and submitted to FAA**
- **Finding prepared by FAA**



# How to comment:

- **Written comments can be submitted to:**
  - Ms. Renee Dowlin**
  - Aviation Environmental Program Manager**
  - Port of Portland,**
  - P.O. Box 3529**
  - Portland, OR 97208-3529**
- **by E-mail to :[renee.dowlin@portofportland.com](mailto:renee.dowlin@portofportland.com)**
- **All mailed comments must be postmarked by November 20, 2009.**
- **All comments submitted via e-mail must be received by 5 p.m. on November 20, 2009.**
- **Court reporter available tonight for public testimony**

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**Attachment 3:  
Public Hearing Sign-in Sheets**

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## **Attachment 4: Comments and Responses**

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# Attachment 4: Comments and Responses

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This attachment includes comments submitted to the Port of Portland on the Environmental Assessment (EA) for the Hillsboro Airport Parallel Runway 12L/30R project; a table of responses to each comment is provided following each letter. Each of the seven comment documents is presented in its entirety in the order shown in the following index. The comment documents are annotated with numbers in the margins denoting individual comments. These numbers correspond to the responses to the table following each comment document.

Please note that comment submittals #2 and #3 are almost identical, and identical responses are provided when comments were the same. For this reason, the written comments in Submittal #3 are numbered to match the corresponding comments in Submittal #2, with the exception of Comments #1 and #13, which did not appear in Submittal #3. These comment numbers are therefore omitted from Submittal #3.

Also included in this attachment is additional correspondence between one commenter and USDOT/FAA regarding the Public Hearing.

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## Index to Comments and Responses

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1. Patrick Conry, November 6, 2009
  2. Miki Barnes, November 10, 2009, Recorded Testimony at Public Hearing
  3. Miki Barnes, November 10, 2009, Written Comments Submitted at Public Hearing
  4. Darwin Engwer, November 10, 2009, Written Comments Submitted at Public Hearing
  5. Wayne Vanderzanden, November 19, 2009, Written Comments Submitted via mail
  6. Susan Barnes, Oregon Department of Fish and Wildlife - Northwest Region, November 20, 2009, Written Comments Submitted via email
  7. Blaine Ackley and Francis Beebe, November 24, 2009, Written Comments Submitted via mail
  8. Miki Barnes letter to USDOT
  9. FAA response to Miki Barnes.
-

## 1. Patrick Conry, November 6, 2009

**From:** CONRY1362@comcast.net [mailto:CONRY1362@comcast.net]  
**Sent:** Friday, November 06, 2009 10:40 AM  
**To:** Dowlin, Renee  
**Subject:** Comments for Environmental Assessment for Hillsboro Airport Runway Project

Renee Dowlin and the Port of Portland on the Environmental Hillsboro Airport Runway Project. I Patrick L. Conry have lived in my home south of the Hillsboro Airport for thirteen years. This airport has grown in my opinion much larger than it should been allowed being surrounded by high densely residential development. Since it seem there is no way the Port can't manage it noise and growth at Hillsboro Airport. This action is driving down property values and livability, with the amount of large number of jets and aviation flights 24/7. It is time the Port of Portland to assist the propriety owners who suffer from this unbearable growth and noise impact of Hillsboro airport. I would ask and expect the Port of Portland start paying for and insulting ,triple pain windows and adding more sound insulation to homeowners like myself who's livability and equity has suffer for lack of environment assessment on the livability of property owners living close to the Port of Portland's Hillsboro Airport. The Port of Portland owes it to the propriety owners. If you can spend three million dollars to keep a losing airline route going , you can afford to help out in the way I have stated about triple pain windows and more sound insulation for the propriety owner's life's the Port of Portland has over the years of growth environmentally destroyed their peace and livability. Kind regards Patrick Conry 5898 S.E. Woll Pond Way-Hillsboro, Oregon 97123-6975 (One mile and a half nautical from Hillsboro Airport)

Response to Patrick Conry:

Comment number	Response
PC-1	<p>As described in Section 5.2 of the Draft EA, the City of Hillsboro Comprehensive Plan states that HIO shall be maintained and used as a general aviation reliever airport. The Washington County Comprehensive Plan cites County policies to protect the function and viability of existing public use airports. As noted in the response to comment MB – 3, the Port is required to make aviation facilities at HIO available to all users. The response to this comment also notes that failing to provide the proposed improvements at HIO would not reduce aircraft activity. See also the response to comment MB – 6 regarding the consistency of airport development priorities with national policies.</p>
PC-2	<p>Studies of the effects of noise on property values have focused on areas of “significant” noise exposure (DNL 65+). Significant noise levels represent the point at which about 14 percent of the population would be “highly annoyed” (Appendix C.1, Section 2 of the EA provides a description of noise impacts). According to Federal guidelines, all land uses are considered to be compatible with noise levels less than DNL 65.</p> <p>At HIO, significant noise levels fall entirely within the Airport boundaries. In addition, as noted in the response to comment MB – 11, the proposed project would shift traffic patterns from more densely developed areas to less densely developed areas, thus reducing noise exposure for the majority of local residents.</p>
PC-3	<p>The analysis of aircraft noise demonstrated that “significant” noise levels, defined as DNL 65+, would be restricted to HIO property. Federal policies limit the use of federal funds for noise mitigation to areas subject to significant noise exposure. As an airport sponsor, the Port is also precluded from spending airport revenue for purposes that do not meet federal funding guidelines. Also, as noted in the response to comment MB – 11, the proposed new runway would reduce noise exposure for the majority of local residents.</p>
PC-4	<p>In February of 2000, the Port Commission adopted the Port of Portland Environmental Policy as the cornerstone of the Port's Environmental Management System. The Port of Portland will achieve its mission through responsible environmental stewardship and the implementation of proactive environmental programs. The Port will integrate environmental considerations into all aspects of its strategic planning and business decision-making. The Port will actively seek resolutions to environmental issues by endeavoring to achieve the following goals:</p> <ul style="list-style-type: none"> <li>• <b>Compliance.</b> Comply fully and promptly with all applicable environmental laws, regulations, and Port policies.</li> <li>• <b>Planning.</b> Integrate environmental costs, risks, impacts, and public concerns into operating decisions and facility development planning processes.</li> <li>• <b>Natural Resources.</b> Minimize impacts and seek opportunities to enhance natural resources while carrying out Port projects.</li> <li>• <b>Pollution Prevention.</b> Minimize pollution and waste through source reduction, reuse, or recycling.</li> <li>• <b>Management Commitment.</b> Communicate this policy and its requirements and deliver the training, tools, and resources required to implement this policy.</li> <li>• <b>Government Relations.</b> Develop cooperative working relationships with agencies and promotes development of sound environmental legislation and regulation.</li> <li>• <b>Community Relations.</b> Provide community outreach and leadership on environmental issues and respond in a timely fashion to inquiries or expressions of concern regarding environmental issues related to Port and tenant activities.</li> <li>• <b>Performance.</b> Improve the Port's environmental performance through regular monitoring and evaluations.</li> <li>• <b>Quality.</b> Achieve superior environmental performance and work product.</li> <li>• <b>Continuous Improvement.</b> Continuously improve the effectiveness of the Port's environmental program.</li> </ul> <p>These policies apply to the planning and operation of HIO and other Port facilities. In addition, as noted in the response to comment MB – 11, the proposed new runway would reduce air pollution and would also reduce noise exposure for the majority of local residents.</p> <p>In addition, the only impacts from the proposed project, wetlands impacts, would be mitigated at the Jackson Bottoms mitigation site. These mitigated wetlands would enhance environmental quality in the region by providing wetland functional characteristics exceeding those of the impacted wetlands. They would be higher functioning in characteristics of native vegetation, wildlife habitat, fish habitat, floodwater storage, sediment retention, and possibly removal or storage of nutrients. The proposed mitigation would also provide higher functioning in wildlife habitat, flood storage, sediment retention than the vegetated corridors impacted by the project.</p>

## 2. Miki Barnes, November 10, 2009, Recorded Testimony at Public Hearing

1

4  
5 PORT OF PORTLAND  
6 OPEN HOUSE AND PUBLIC HEARING  
7 Draft Environmental Assessment  
8 on a Proposed Runway at Hillsboro Airport  
9 Tuesday, November 10, 2009  
10 Charles D. Cameron Public Services Building  
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15 Hearings officer: Laurie L'Amoreaux  
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	INDEX	Page No.
1		
2	Public comments	4
3	Miki Barnes	
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
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16		
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1 P-R-O-C-E-E-D-I-N-G-S

2

3 MS. BARNES: I would like to state my  
4 opposition to the way this hearing is being handled.  
5 Every other time where I have been informed there is  
6 going be a hearing there was an opportunity to go  
7 before the public and speak, and the people present

1 had the decency to sit and listen. The fact that the  
9 Port and the City of Hillsboro and other people  
10 involved seem to be making an effort to shut down  
11 public comment and dialogue within the community is  
12 an affront to the very process of democracy.

13 Okay. Are we ready for the rest of the  
14 testimony?

15 MS. L'AMOREAUX: Yes, please.

16 MS. BARNES: Okay. The Basic Premise of  
17 the Environmental Assessment by the Hillsboro Airport  
18 is based on inaccurate and misleading data.

19 To be credible with members of the public  
20 it is essential that the information provided in the  
21 Hillsboro Airport parallel runway 12L/30R Draft  
22 Environmental Assessment be accurately and  
23 painstakingly researched. Unfortunately, this report  
24 does not begin to meet this most basic standard.  
25 From the outset the rationale in favor of a third

2



1 runway is based on erroneous data that cannot be  
2 substantiated with hard evidence.

3 For example, the first paragraph of the  
4 executive summary opens with the following:  
5 "Hillsboro Airport is the busiest general aviation  
6 Airport in the State of Oregon and relative to total  
7 operations is the second busiest Airport in the state  
8 behind Portland International Airport." That's the  
9 end of the quote.

2

10 In fact, Hillsboro Airport has more  
11 operations than PDX, but as I will explain, these are  
12 mostly private flights that provide no public  
13 benefit, and as such, should not be subsidized by  
14 public money.

3

15 The next subheading: Abundance of  
16 capacity at Port owned and operated facilities.  
17 According to the PDX June 2009 fiscal year report,  
18 Hillsboro logged 256,300 operations during the  
19 2008-2009 fiscal period, nearly 15,000 more than PDX,  
20 the primary commercial Airport in the region. Thus,  
21 Hillsboro, which is less than one-third the size of  
22 PDX in terms of acreage, now logs more annual  
23 operation than any other Airport in the entire state.

24 This same report indicates that during  
25 fiscal year 2008 and '09 the Port of Portland's total

1 operational count including PDX, Hillsboro and  
2 Troutdale dropped by 8.3 percent, which equates to  
3 over 50,000 operations system-wide. At minus 10.4  
4 percent with a total of 235,773 annual operations,  
5 PDX experienced its deepest decline, more than 27,000  
6 fewer operations than last year, thereby plummeting  
7 PDX to a 22-year low. The operational count of PDX  
8 peaked in calendar year 1997 at 329,745 annual  
9 operations. Thus, this Airport now accommodates 28.5  
10 percent fewer flights than it did just twelve years  
11 ago.

12       The PDX monthly traffic report for July,  
13 August, and September 2009 reveals that this pattern  
14 of declining usage is continuing into the new fiscal  
15 year. PDX has seen a drop each of these months of  
16 12.8 percent, of 12.8 percent, and 12.3 percent,  
17 respectively compared to 2008. The declines at  
18 Hillsboro Airport were even more dramatic, 15.3  
19 percent in July, 15.7 percent in August and 14.6  
20 percent in September, while Troutdale dropped by 25  
21 to 26 percent during each of the summer months.

22       In fiscal year 2008-2009 Troutdale Airport  
23 realized a nine percent drop in operations from  
24 94,572 to 86,105 for a decrease of 8,000. It is  
25 noteworthy that more than 30 years ago there were

1 over twice as many operations out of Troutdale  
2 Airport than there are now.

3 Clearly, between PDX and Troutdale, there  
4 is an excess of capacity in Port of Portland owned  
5 and operated facilities.

6 In 2008 there were only 26,892 GA  
7 operations logged at PDX, down by over 100,000 from  
8 1976 and half as many as in 1985. This data suggests  
9 that the Port of Portland predecessors were far more  
10 capable and conscientious stewards of existing  
11 resources and public monies.

12 **4** New subtitle: Taxpayer Dollars Wasted on  
13 Unnecessary Port of Portland Aviation Projects. It  
14 is curious that despite this 12-year downward spiral,  
15 during which takeoffs and landings at PDX decreased  
16 by more than 94,000 operations, the Port continues to  
17 lavish scarce taxpayer funds on this facility. Amy  
18 Hsuan, H-S-U-A-N, in a 7/25/09 Oregonian article,  
19 "Uncertainty the at PDX" reported that PDX is  
20 currently pursuing a number of top dollar expansion  
21 projects, including a quote, "\$148 million parking  
22 garage, a \$135.4 million baggage screening system,  
23 \$63.5 million runway expansion, and a \$31.7 million  
24 widening of Airport Way," unquote. The total cost of  
25 those projects alone comes to \$378.6 million enough

1 to build a school in flood-ravaged Vernonia ten times  
2 over.

3 In addition, the Oregon Legislature  
4 allocated \$6.2 million in state lottery revenues for  
5 a runway expansion at PDX, money that could have been  
6 devoted to education to offset rising tuition,

4 7 crowded class rooms, teacher shortages, and a host of  
8 other problems confronting Oregon students. Instead,  
9 teachers are directed to take unpaid furlough days  
10 and students struggle with inadequate resources. The  
11 Port is also paying Delta Airlines 3.5 million to  
12 retain direct flights to Asia and Europe, which Delta  
13 would cancel without the subsidy from the Port of  
14 Portland.

15 To promote and justify their spurious  
16 projects the Port has cleverly resorted to feeding  
17 the public information on passenger counts rather  
18 than actual operations. Due to larger aircraft and  
19 more crowded flights passenger count does not equate  
20 with an increase in operations or the need for more  
21 and extended runways.

22 Okay. I'm going to take a sip of water.

23 MS. L'AMOREAUX: Please.

5 24 MS. BARNES: Next subheading: Hillsboro  
25 Airport designated as Reliever, not Primary,

1 Facility. The draft EA goes on to explain quote,  
2 "Hillsboro Airport is a designated reliever Airport  
3 for PDX. The Federal Aviation Administration  
4 encourages the development of such high capacity GA  
5 airports in major metropolitan areas. These  
6 specialized reliever airports provide pilots with  
7 safe, efficient, and attractive alternatives to using  
8 congested commercial airports," end of quote.

9 But wait just a minute here. It appears  
10 that the Port and the FAA are engaged to an attempt  
11 to intentionally obfuscate the facts. Remember the  
12 annual operational count at PDX has now tumbled to  
13 1986-'87 levels. If there is congestion at this  
14 facility, it would point to alarmingly poor  
15 management and administration. Particularly since  
16 PDX has the capacity for more than twice as many  
17 annual operations as it is currently facilitating.

18 The question then is: Why is a reliever  
19 GA Airport outpacing PDX in terms of annual takeoffs  
20 and landings. Hillsboro Airport caters primarily to  
21 the less than one-fifth of 1 percent of the  
22 population who have obtained a private pilots  
23 license; those wealthy enough to purchase private  
24 jets, fixed wing aircraft, and/or helicopters; those  
25 with the financial wherewithal to charter private

5

6

1 flights and air taxis; those who can afford to rent  
2 at \$100 or more, plus fuel, aircraft for recreational  
3 purposes and flight training. Few Main Street  
4 Americans, many of whom are struggling to keep food  
5 on the table can afford to fly in and out of  
6 Hillsboro Airport, yet plans are currently under  
7 way --

8 (Break for public address.)

9 MS. BARNES: Now, where were we -- to  
10 gouge taxpayers for over 16 million to construct a  
11 third runway at this Airport. Please note that the  
12 price of a new Cessna 350 or 400 exceeds one to two  
13 times over the average amount Oregonians spend to  
14 purchase a home, those that can even afford to buy a  
15 home that is.

16 According to Phil Boyer, the president of  
17 the Airport owners and/or pilots association, 95  
18 percent of the 600,000 registered pilots in this  
19 country are men. This small group, which represents  
20 one-fifth of one percent of the total US population  
21 is receiving billions of dollars in federal  
22 handouts. Meanwhile, the roughly 99.8 percent of the  
23 population -- minus the corporate executives and  
24 their friends who can afford private flights -- that  
25 relies on the corporate airlines is being hit with

1 additional fees to check luggage, purchase leg room,  
2 and buy food items.

3 This subtitle: Exorbitant Cost of General

7 4 Aviation Airports. An Associated Press reporter, Bob  
5 Porterfield, in a 4/15/07 article, "Travelers Taxes  
6 Awarded to Small Airports," stated that, quote, "the  
7 federal government has taken billions of dollars from  
8 the taxes and fees paid by airline passengers every  
9 time they fly, and awarded it to small airports used  
10 mainly by private pilots and globetrotting corporate  
11 executives. Passengers pay as many as six separate  
12 taxes and fees on a single airline ticket adding up  
13 to 104 billion since 1997, unquote.

14 A significant portion of these funds is  
15 then distributed to, quote, "rural airstrips serving  
16 crop-dusters and hobbyists to executive airports  
17 serving corporate jets and exclusive resort  
18 destinations," unquote.

19 Not to be outdone, the State of Oregon  
20 lavished even more public money on this select few  
21 via the Oregon Department of Aviation. This agency  
22 essentially -- is essentially a government department  
23 devoted to pumping hard-earned taxpayer dollars into  
24 the hands of the small well-healed minority. Since  
25 its inception in 2000 and 2006 -- since its inception

1 in 2000 the ODA has funneled more than \$66 million  
2 into airports across the state. At \$15 million,  
3 Hillsboro Airport was the top recipient.

4 But this is just the tip of the iceberg as  
5 the most recent Hillsboro Airport Master Plan  
6 outlines the Port's intent to invest upwards of up to  
7 \$126 million in this facility over a 15 to 20-year  
8 timeframe.

9 Additional funding allotted by Connect  
10 Oregon was also doled out to the aviation industry.  
11 Per former ODA Aviation, Dan Clem, in the Oregon  
12 Department of Aviation Biennial Report 2006 to 2008  
13 quote, "the aggregate total of Connect/Oregon funding  
14 for aviation is now over \$40 million within the past  
15 three years," unquote.

16 Needless to say the Port of Portland  
17 frequently appears with outstretched palms for  
18 airport funding throughout the pages of ODA annual  
19 reports. For the record, this same report stated  
20 there are only 5,732 pilots in Oregon, yet this  
21 select group receives the lion's share of public  
22 transportation dollars.

23 Many corporations in Oregon which pay a  
24 mere \$10 annually in taxes bitterly begrudge efforts  
25 by the legislature to raise this amount. In fact,



1 the collective greed and avarice of this sector in  
2 conjunction with their indifference to the public  
3 good is so egregious and extreme that they also feel  
4 entitled to require hard-working middle Americans to  
5 foot the bill for new runways, hangers, and related  
6 infrastructure on behalf of the few who habitually  
7 use the most polluting and gas guzzling form of  
8 transportation on the planet.

**7** 9 By the way, when was the last time Uncle  
10 Sam offered to pave driveways or build garages for  
11 the majority of Americans who could only afford to  
12 buy or rent cars? The rules of the game are  
13 different for those who have the financial  
14 wherewithal to own, rent, or charter private,  
15 fixed-wing aircraft, jets, and helicopters. Like  
16 Wall Street bankers and corporate CEOs and, sadly,  
17 many of our elected officials, the small minority  
18 expect their extravagant lifestyle choices to be  
19 underwritten by taxpayers.

20 Now, the next subtitle: Cast -- Forecast  
**8** 21 Protection Historically Overestimated. The second  
22 paragraph of the Executive Summary states: "As the  
23 Airport sponsor, the Port of Portland prepared the  
24 2005 Hillsboro Master Plan, which identified facility  
25 improvements to enable the Airport to continue

1 serving as an effective GA reliever as activity  
2 levels increase," unquote.

3       It is quite clear from reviewing PDX  
4 reports that Port forecasting is often embarrassingly  
5 inaccurate. For instance, the PDX Master Plan  
6 summary reports September 2000 stated that by  
7 2010, 347,000 annual operations were expected at  
8 PDX. Their prediction overestimated the actual count  
9 by 110,000. To put this figure in perspective the  
10 Eugene Airport, Mahlon Sweet Field, touted as the  
11 second largest commercial Airport in the state,  
12 logged 78,480 total operations in 2008. This would  
13 indicate that PDX presently has more than enough  
14 capacity to accommodate a midsize commercial Airport  
15 within its current boundaries.

16       It is worth noting that the Port offers  
17 financial incentives to make it appear that Hillsboro  
18 Airport is beyond capacity. The Port of Portland  
19 landing report form lists landing fees at various  
20 Port owned and operated airports. The rate for 1,000  
21 pounds at PDX is \$3.49, while at Hillsboro it is  
22 \$2.79. Clearly, a pilot interested in saving money  
23 is more likely to land at Hillsboro. In order to  
24 remedy this imbalanced situation and to more  
25 effectively and responsibly use existing resources,

9 1 it would make sense to lure flights to PDX by  
2 substantially lowering the landing fee.

10 3 Another incentive would involve starting a  
4 cash for clunkers program for general aviation which  
5 accounts for 75 percent of the air traffic in this  
6 country. After all the fuel burned by the affluent  
7 few, who can afford to fly in gas guzzling, corporate  
8 and charter jets, fixed-wing aircraft, helicopters,  
9 and air taxis make the deservedly maligned Hummers,  
10 SUVs, and monster trucks look like fuel efficient  
11 economy cars. The reduction in noise and toxic  
12 emissions would be a boon to the environment and  
13 livability. In addition, we could save billions  
14 nationwide by curtailing spending on extravagant and  
15 unnecessary Airport expansions, such as the current  
16 proposal to add a third runway at the Hillsboro  
17 Airport. In return for their trade-ins we could  
18 generously offer high-end bicycles, free of charge of  
19 course.

20 Environmental and Noise Impacts.

11 21 It is also troubling that the Port is  
22 currently engaged in a scheme to draft an  
23 environmental assessment at Hillsboro Airport  
24 contending that this facility, which logs close to a  
25 quarter of a million annual operations has no

1 significant environmental impact. This is nothing  
2 short of astonishing, especially in light of the fact  
3 that there are now more annual operations at  
4 Hillsboro than at PDX or at any other Airport in the  
5 entire State of Oregon. Their intent is obviously to  
6 downplay the noise pollution, safety, security, and  
7 security impacts of aviation activities. It is worth  
8 noting that each of the Portland Community College  
9 aviation-sciences student-pilots, most of whom fly  
10 out of Hillsboro Airport, is required to accrue 270  
11 flight hours for licensures. This translates into  
12 more than 11 days of noise per student. 200 students  
13 in the program will collectively generate over 6.2  
14 years of noise over the course of their taxpayer  
15 subsidized studies. In addition, gas guzzling  
16 aviation activities spews a host of pollutants into  
17 the environment, including lead, benzene, carbon  
18 monoxide and carbon dioxide.

19 Takings in Eminent Domain.

12 20 A second point of contention is the  
21 expansion of the HIO overlay zone, which is  
22 essentially an expansion of the Airport boundary.  
23 This is of great concern, especially in light of the  
24 Port's statutory right to exercise eminent domain,  
25 which is essentially a taking of neighboring private

1 properties, solely for the purpose of promoting the  
2 for-profit aviation-business interests of an affluent  
12 3 few. This self-serving group of aviation-business  
4 industry advocates and politicians feel entitled to  
5 exploit the populace purely for private economic  
6 gain. The plans being honed by this group display a  
7 disdainful attitude towards the community,  
8 indifference to the environment, an assault on  
9 livability, and an affront to the taxpayers who are  
10 footing the bill.

13 11 Just as an aside, if you go to the LUBA  
12 hearing on the Apple Valley Airstrip, they made a  
13 decision in the last hearing that -- that an  
14 expansion of the overlay zone is essentially an  
15 expansion of overlay boundaries. Mike Applebee  
16 (phonetic) was ordered to redesign his hanger to fit  
17 within the overlay zone. He could not build a hanger  
18 outside of it. So there is legal precedence, which  
19 you can back to, that clearly states on a state level  
20 that extending the overlay zone is extending the  
21 Airport boundary. That opens up landowners to  
22 eminent domain, which the Port has a statutory right  
23 to, if you look at the statutes. I mean --

24 MS. L'AMOREAUX: And you said it's  
25 Applebee?

1 MS. BARNES: It's Mike Applebee. There  
2 was a LUBA hearing. I can't remember what year. The  
3 attorney was Ed Sullivan. But in the last one.  
4 There were two LUBA hearings on this Apple Valley  
5 airstrip. And on the last one LUBA ruled that an  
6 extension of the overlay zone is an extension of the  
7 Airport.

8 So, finally -- almost finally. This is a  
9 one-page finally.

10 Recommendations: Given the -- this is  
11 a -- I've bulleted them. Given the abundance of  
12 capacity of both PDX and Troutdale, and out of  
13 respect for the hard working taxpayers, I strongly  
14 urge you to promote the No Action alternative at  
15 Hillsboro Airport.

16 Next bullet: Place a moratorium on all  
17 Airport expansions at all Port of Portland aviation  
18 facilities. The money currently earmarked for these  
19 unnecessary extravagances can be put to far better  
20 use. No additional federal and state dollars should  
21 be released to the Port of Portland until it can  
22 demonstrate a respect for the greater good.

23 Bullet No. 3: A February 6, 2009

24 Oregonian PDX Green column noted that Washington  
25 County Commissioner Tom Brian and State Senator Bruce

1 Star deserve admiration for encouraging people to  
2 drive less so as to save on overworked  
16 3 infrastructure. I urge them -- that's a misprint --  
4 and all of our elected representatives to extend this  
5 same message to aviation infrastructure as well,  
6 including the wasteful third runway expansion at  
7 Hillsboro Airport.

8       Next bulleted item: The state lottery  
17 9 dollars directed towards PDX and Hillsboro through  
10 Connect Oregon One and Two should be immediately  
11 rerouted to education so as to decrease class size,  
12 lower tuition, and support basic core classes as well  
13 as arts and music in the schools.

14       Next bullet item. The lavish and wasteful  
18 15 FAA dollars earmarked for Port of Portland should be  
16 devoted to the far less polluting high-speed rail  
17 option.

18       Next bullet: Establish a citizen  
19 19 oversight committee to oversee all Port of Portland  
20 aviation activities. The board has a responsibility  
21 to use public monies wisely and to protect the  
22 environment for future generations. Instead, they  
23 all too often mislead and deceive the public in an  
24 effort to generate profits for the aviation  
25 industry. This is a flagrant violation of the public

1 trust.

20 2 Next bullet. Since its inception in 2000  
3 the Oregon Department of Aviation has funneled over  
4 \$66 million into the aviation industry. A  
5 substantial portion of which came from federal  
6 dollars -- You know, that's not well written.  
7 Basically, I want them to eliminate -- and there was  
8 something in the paper about dissolving the State  
9 Board of Aviation. But I think it needs to be folded  
10 back into the Department of Transportation. I'll  
11 tighten it up and give you more written documentation  
12 because I'm seeing a couple of typos in here as I  
13 read long.

14 MS. L'AMOREAUX: Okay.

21 15 MS. BARNES: Next bullet: Governor  
16 Kulongoski is charged with the task of appointing  
17 board members to the Port of Portland Board of  
18 Commissioners and to the Board of the Oregon  
19 Department of Aviation. In addition, he is  
20 responsible for approving the budget of the ODA, thus  
21 he must bear full responsibility for his complicity  
22 and promoting out-of-control and unnecessary aviation  
23 spending, not only at Port of Portland facilities,  
24 but at Airports around the state. On behalf of the  
25 greater good it is incumbent upon the Governor to



1 rein in the aviation industry. A substantial portion  
2 of the monies currently earmarked for the aviation  
3 should be redirected towards high-speed rail and  
4 environmentally sustainable transportation  
5 alternatives that provide protection for urban and  
6 rural communities from the negative impacts of  
7 aviation.

21

8       Next bullet: Commence a public relations  
9 campaign with the clear message that the enduring  
10 wellbeing of the earth and its inhabitants is of far  
11 greater importance than establishing a playground at  
12 public expense for the rich. The campaign should  
13 discourage all inessential flight activity in the  
14 same way that the regional government Metro  
15 discourage auto travel by encouraging people to walk,  
16 bicycle, or use public transport in an effort to  
17 reduce pollution and carbon dioxide emissions.

22

18       Next bullet: Levy a steep fuel tax on all  
19 general aviation flights based on miles flown. The  
20 monies accrued in this way should then be devoted to  
21 a general fund account designed to offset cuts to  
22 education, healthcare, the social services, as well  
23 as to alternative forms of transportation that  
24 decrease reliance on foreign energy.

23

25       And the last bullet: Ban all flight

24 1 training in Washington County. No community or  
2 homeowners should be subjected to inexperienced  
3 pilots flying relentlessly over their homes and  
4 neighborhoods.

5       Finally, we're at Closing Remarks. In  
6 light of the foregoing, I would like to know how you  
7 can justify funneling millions of hard-earned  
8 taxpayer dollars into expansions at Hillsboro  
9 Airport, including the third runway. The figures  
10 provided here suggest that the public is being  
11 deliberately deceived and misled by the Port of  
12 Portland and the Hillsboro Airport Issues Roundtable  
13 as well as by the various government jurisdictions  
14 that have signed on to what can best be described as  
15 a quote, "pork barrel scam," unquote. In fact the  
16 entire scheme amounts to the same kind of  
17 pro-corporate politicking, irresponsible governance,  
18 and disregard for the greater good that has  
19 justifiably outraged Main Street Americans across  
20 this land.

21       Thank you for your time and consideration.  
22       MS. L'AMOREAUX: That was great. Thank  
23 you.  
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STATE OF OREGON )  
 ) ss.  
COUNTY OF WASHINGTON )

I, Amy Oleinik, do hereby certify that comments were made before me at the time and place mentioned in the caption herein; that said comments were taken down by me in stenotype and thereafter reduced to typewriting; and, that the foregoing transcript, pages 1 to 22, both inclusive, constitutes a full, true, and accurate record of comments made during said proceedings.

Witness my hand and notarial stamp at Portland, Oregon, this 17th day of November, 2009.

*Amy Oleinik*  
Amy Oleinik, Notary Public

**I certify this original/duplicate original is valid only if it bears my stamp  
Amy Oleinik**



Response to Miki Barnes:

Comment number	Response
MB-1	<p>The public hearing on the Draft EA was similar in both setting and format to several other public events regarding the Hillsboro's proposed third runway and the environmental issues involving it. The comments provided at this hearing are now part of the record and will receive full consideration when public remarks are tallied. All comments received on the Draft EA will be considered by the FAA in deciding on any future action involving the proposed third runway.</p> <p>We apologize if the commenter's expectations were not met as to how oral remarks would be recorded. Despite any difficulties the commenter felt were present during the recording of comments, the stenographer's equipment picked them up clearly, and they also are part of the record. We understand that the commenter stayed at the hearing to register complaints about the process. These complaints are included in this record.</p>
MB-2	<p>The Final EA will be revised to state that Hillsboro Airport (HIO) is currently (2008) the busiest airport in the State. Aircraft operations at the two airports have been nearly equal over the last several years as shown below.</p> <p>2007: PDX = 264,518; HIO = 236,885                  2008: PDX = 252,572; HIO = 259,263                  2009 (through 10/31/09): PDX = 190,877; HIO = 195,311</p>
MB-3	<p>Recent declines in aircraft activity at PDX do not reduce the benefits that HIO, as a designated reliever airport, provides to the Portland airport system. As a reliever airport, HIO accommodates aircraft that are, in many cases, smaller and slower than the commercial passenger and cargo aircraft operating at PDX. Mixing dissimilar aircraft types requires increased separation between aircraft, resulting in disproportionate increases in congestion and delay, and increased air traffic control complexity. In addition, conducting extensive local training at a commercial airport further increases congestion, delay, and complexity. For these reasons, the FAA encourages the development and improvement of reliever airports and, with the approval of Congress, has established funding priorities for such development as described in the National Plan of Integrated Airport Systems<sup>1</sup> (NPIAS).</p> <p>Troutdale Airport and HIO serve different geographic areas. The Port of Portland is required to make aviation facilities available to all users and can not, therefore, force pilots and aircraft owners to operate or base aircraft at Troutdale or any other airport in lieu of HIO.</p> <p>The EA examined the alternative of not providing the proposed new runway and associated facilities at HIO, the No-Build Alternative. The EA determined the No-Build Alternative would not likely result in decreased HIO activity even though congestion and delay increased.</p>
MB-4	<p>The proposed improvements at HIO are not funded by State or local taxes on property or income, nor by Federal income tax revenue. Airport improvement projects are funded by Federal aviation excise taxes and funds generated by airport sponsors such as the Port of Portland. In both cases, these funds are, by law, raised for the purpose of improving airport infrastructure and may not be used for other purposes.</p> <p>Federal grants used by the Port are drawn on the Aviation Trust Fund, which derives its income from taxes on airline tickets, air cargo waybills, commercial aviation fuel, general aviation gasoline, general aviation jet fuel, international passenger arrivals and departures, frequent flyer awards, and rural airports. These revenues are distributed by the FAA as specified by Congress in the Federal Budget.</p> <p>Port funds used at HIO and PDX are derived from user fees and the sale of bonds backed by such fees. The Port raises funds for airport improvements through property leases, landing fees, parking revenues, and concessions at PDX and HIO.</p> <p>The \$6.2 million in State revenue cited in the comment was provided through the <i>ConnectOregon</i> program. This program is a lottery bond based initiative by the State of Oregon to invest in air, rail, marine and transit infrastructure to ensure Oregon's transportation system is strong, diverse, and efficient. Applications submitted by the Port of Portland to this program are evaluated for funds based on the criteria of the program, the same as other applicants.</p> <p>Non-stop air services to Asia and Europe are critical to the regional businesses and to the regional economy, yet PDX is one of the smallest markets in the U.S. with service to both of these destinations. Delta's Tokyo flight alone has an annual economic impact of \$61.2 million for our region, helping local companies compete in a global marketplace, creating jobs, spending, and tourism</p>

<sup>1</sup> Report to Congress, National Plan of Integrated Airport Systems, 2007-2011, FAA, September 29, 2006

	<p>opportunities. As Delta Airlines and other air carriers are reducing service to focus on the most profitable routes, smaller markets face increasing difficulty in retaining international service. The Port's investment in maintaining the international service is central to the Port's mission of providing efficient passenger and cargo access to global markets.</p> <p>The need for the project documented in this EA is based solely on aircraft operations, not passenger levels. For certain types of airport improvements, such as new runways, it is appropriate to consider aircraft operations. For other types of improvements, such as terminals, roadways, and parking, it is appropriate to consider passenger flows. For commercial air service, passenger activity and the number of destinations provided are most appropriate. Commercial operations are closely related to passenger demand, while general aviation operations are not driven by passenger demand. See also the response to comment MB - 3 regarding the benefits of a reliever airport.</p>
MB-5	<p>A substantial portion of the activity at HIO (67% in 2007) consists of local training flights that are not encouraged at commercial service airports. As noted in the response to comment MB - 3, mixing dissimilar aircraft types requires increased separation between aircraft, resulting in disproportionate increases in congestion and delay, and increased air traffic control complexity. In addition, conducting extensive local training at a commercial airport further increases congestion, delay, and complexity. For these reasons, the FAA encourages the development and improvement of reliever airports such as HIO. HIO serves general aviation operators who find the Airport to be convenient for their operations. The Port is not able to force users at HIO to relocate to other airports.</p>
MB-6	<p>Aviation plays a major role in the State and national economy. The FAA report: Economic Impact of Civil Aviation on the U.S. Economy<sup>2</sup> provides the following summary of the widespread benefits of aviation.</p> <p><i>In 2006, aviation accounted for just over \$1.2 trillion in economic activity, contributing 5.6 percent to the U.S. economy. More importantly, aviation provides jobs to hardworking Americans. Eleven million Americans were employed in aviation-related fields in 2006, resulting in \$369 billion in earnings.</i></p> <p><i>General Aviation (GA) contributes \$14 billion in direct impacts and \$4 billion in indirect impacts. Although the total economic impact [including secondary impacts] of GA is less than that of their commercial counterparts, GA contributes \$81 billion, which is a significant contribution for non-scheduled service that includes all aircraft activity excluding major airlines and the military. In the United States, GA accounts for more than 5 percent of aviation-related services. GA has access to more than 5,300 public-use airports and a significant number of private airports making it one of the largest users of airports.</i></p> <p>At the local level, GA airports provide valuable transportation facilities for local businesses and training opportunities for pilots in all areas of civil aviation, thus representing an essential foundation for the national air transportation system.</p> <p>Since 1926, Congress has consistently recognized the value of both commercial passenger and general aviation to the national economy, through the passage of legislation. Congress establishes priorities for aviation funding for reliever airports such as HIO through authorization and appropriation processes. Within this national policy framework, FAA and the Port support an air transportation system open to all users, not just commercial passenger and cargo service providers. See also the response to Comment MB - 4 regarding the sources of funding.</p>
MB-7	<p>Congress has recognized the need for a balanced system of commercial and GA airports to support the air transportation needs of the United States. As noted in the response to comment MB - 6, both commercial and general aviation make significant contributions to the national economy. The response to comment MB - 4 notes that the allocation of funding to different types of airports is established by Congress through the annual budgeting process. As noted in response to comment MB - 3, maintaining reliever airports such as HIO enhances the safety and efficiency of air carrier airports such as PDX, by separating dissimilar aircraft types and simplifying air traffic control. See also the response to comment MB - 4 regarding the sources of funding for airport development.</p> <p>Recognizing the importance of air transportation to the State's economy, the State of Oregon has allocated funds for the maintenance and improvement of the State's Airport System. According to the Oregon Aviation System Plan, aviation generates nearly 95,000 jobs and contributes over \$8 billion to the State's economy.<sup>3</sup> As the largest GA airport in the State, HIO receives a substantial portion of the State's investment in aviation infrastructure. The Port does not plan to use ODA funding for this project, but has submitted an application for a <i>ConnectOregon</i> grant. See response to comment MB - 4 for an</p>

<sup>2</sup> The Economic Impact of Civil Aviation on the U.S. Economy, FAA Air Traffic Organization, October 2008.

<sup>3</sup> 2007 Oregon Aviation System Plan, Oregon Department of Aviation, February 2008.

	<p>explanation of Connect/Oregon funding.</p> <p>The proposed improvements at HIO have been, and will continue to be made in response to demonstrated need for aviation facilities. The proposed parallel runway at HIO will enable the Airport to accommodate existing demand at FAA recommended levels of service.</p>
MB-8	<p>Forecasts of aviation activity at commercial airports such as PDX are complicated by the fact that corporate decisions by individual air carriers can greatly affect the level of activity at an individual airport. For example, airlines may choose to provide service between two cities with frequent service using smaller aircraft, or by providing less frequent service using fewer, larger aircraft.</p> <p>In contrast, demand for services at GA airports is less affected by corporate decisions. Forecasts at HIO have been generally consistent with long term trends; between 1990 and 2007 operations increased by 31% (1.6% average annual growth) compared to the forecast annual growth rate of 1.1% used in this EA. The forecasts used in this EA have been reviewed and revised based on the latest available information.</p> <p>Finally, the need for the proposed improvements at HIO is based on existing, not forecast, demand.</p>
MB-9	<p>Establishing lower landing fees at both HIO and Troutdale is consistent with the goal of enhancing efficiency at PDX, the region's only commercial service airport. Encouraging comparatively small, slow GA aircraft and their associated training activity to operate at these GA airports simplifies air traffic control and enhances efficiency at PDX, thus benefiting the entire regional airport system. Attracting GA flights to PDX as suggested would not be consistent with the efficient operation of PDX as described in the response to comment MB - 3.</p>
MB-10	<p>Neither the FAA nor the Port has the authority to allocate funds as suggested. The concept of not funding improvements at HIO was examined in the EA as the No Action Alternative.</p> <p>The proposed project would improve efficiency at HIO. This would decrease demand for energy by reducing aircraft congestion and delay at the Airport. These delay reductions would decrease aviation fuel consumption by 103 tons (about 33,000 gallons) in 2012 and 183 tons (about 58,000 gallons) in 2015. This reduction in fuel consumption would also reduce emissions of all air pollutants.</p>
MB-11	<p>Consistent with the requirements of the National Environmental Policy Act (NEPA), the assessment of air quality and noise impacts, which included all operations at HIO, were conducted in accordance with accepted procedures using the best available data, as documented in the EA. All of the aircraft flights generated by the student pilots cited in this comment are reflected in existing operations at HIO. These existing activity levels have been used as the starting point for the forecasts of aircraft activity levels used to estimate noise, fuel consumption and air quality impacts in this EA.</p> <p>In all cases, thresholds of significance used in this EA are consistent with federal guidelines. By reducing congestion and delay the proposed action would reduce air emissions compared to the No Action Alternative. By shifting traffic patterns from more densely developed areas to less densely developed areas, the proposed new runway would also reduce noise exposure for the majority of local residents.</p>
MB-12	<p>The Port has not exercised eminent domain at HIO in past actions nor will it exercise eminent domain to accommodate the proposed new runway project.</p>
MB-13	<p>The airport overlay zoning is not a part of this action and, as noted in the response to MB-12, the Port has not exercised eminent domain in past actions at HIO nor will it exercise eminent domain to implement this project.</p>
MB-14	<p>As explained in the EA, the No Action Alternative does not meet the purpose and need for the proposed project. See response to comment MB - 3 regarding the benefits of reliever airports to the airport system and the different markets served by PDX and Troutdale. See also the response to comment MB - 4 explaining that taxpayer funds are not used to fund airport development.</p>
MB-15	<p>The alternative of not developing the proposed action at HIO was considered and was determined not to be consistent with the purpose and need for the proposed project, see response to comment MB -14. See the response to comment MB - 4 regarding the source of funds for airport improvements. See also response to comment MB - 6 regarding the consistency of such funding with national priorities.</p>
MB-16	<p>Neither the FAA nor the Port has the authority to limit aviation activity. See response to comment MB - 4 regarding the source of funds for airport improvements. See also response to comment MB - 6 regarding the consistency of such funding with national priorities.</p>
MB-17	<p>The State Legislature and the State of Oregon Department of Transportation, not the FAA or the Port determines the use of lottery revenues. See response to comment MB - 4 regarding the funding sources for airport improvements.</p>

MB-18	See response to comment MB - 4 regarding the source of funds for airport improvements. See also response to comment MB - 6 regarding the consistency of such funding with national priorities.
MB-19	<p>The Port of Portland has official oversight over its activities through a nine-member commission, appointed by the Governor of Oregon and ratified by the Oregon Senate. The Hillsboro Airport also has an advisory committee, made up of 20 individuals representing local businesses, local elected officials and local citizens-at-large.</p> <p>The Port of Portland has established the following standing committees: Citizens Noise Advisory Committee (CNAC), Hillsboro Airport Issues Roundtable (HAIR), and the Wildlife Advisory Committee (WAC). In addition, the Port has established the Airport Futures Planning Advisory Group (PAG), a temporary committee established for updating the PDX Airport Master Plan. These are all opportunities provided by the Port for citizen participation.</p> <p>See also response to comments MB - 4 and MB - 6 regarding the source of funds for airport improvements and the consistency of such funding with national priorities.</p>
MB-20	ODA is not providing funding and has no approval responsibilities for this project. See the response for comment MB - 7 regarding possible <i>ConnectOregon</i> grant funding. See also response to comments MB - 4 and MB - 6 regarding the source of funds for airport improvements and the consistency of such funding with national priorities.
MB-21	As noted in response to comment MB - 7, aviation generates nearly 95,000 jobs and contributes over \$8 billion to the State's economy. In recognition of the importance of air transportation to the State's economy, the State of Oregon allocates funds for the maintenance and improvement of the State's airports. See also response to comments MB - 4 and MB - 6 regarding the source of funds for airport improvements and the consistency of such funding with national priorities.
MB-22	This recommendation is outside the authority of the FAA and the Port. The agencies are required to make all aviation facilities available to all aviation users. Please see the response to comment MB - 3.
MB-23	As noted in response to comment MB - 4, taxes on aviation fuel are established by Congress. Neither the FAA nor the Port have the authority to use fuel taxes on non-aviation related programs.
MB-24	As noted in response to comment MB - 3, the Port of Portland is required to make aviation facilities available to all users. The Port is not able to prohibit flight training at HIO. In addition, such a prohibition would be contrary to the purpose of a reliever airport. The response to comment MB - 3 further describes the importance of reliever airports such as HIO to the national air transportation system. Aircraft operations at HIO are conducted in accordance with established procedures and safety is a primary concern for the FAA, the Port, and operators. In addition, these operations do not generate significant levels of noise beyond the boundaries of HIO.

### 3. Miki Barnes, November 10, 2009, Written Comments Submitted at Public Hearing

**Date: November 10, 2009**

**Subject: Hillsboro Airport Environmental Assessment (EA) Testimony**

**From: Miki Barnes**

#### **Basic Premise of EA Based on Inaccurate and Misleading Data**

To be credible with members of the public it is essential that the information provided in the Hillsboro Airport Parallel Runway 12L/30R Draft Environmental Assessment be accurately and painstakingly researched. Unfortunately this report does not begin to meet this most basic standard. From the outset the rationale in favor of a third runway is based on erroneous data that cannot be substantiated with hard evidence. For example, the first paragraph of the Executive Summary opens with the following:

*Hillsboro Airport (HIO) is the busiest general aviation (GA) in the State of Oregon, and relative to total operations, is the second busiest airport in the state behind Portland International Airport (PDX).*

- 2 In fact, Hillsboro Airport has *more* operations than PDX, but, as I will explain, these are mostly private flights that provide no public benefit and as such should not be subsidized by public money.

#### **Abundance of Capacity at Port Owned and Operated Facilities**

- 3 According to the PDX June 09 fiscal year report (See Exhibit 1 in Supporting Documentation Section), HIO logged 256,304 operations during the 2008-2009 fiscal period, nearly 15,000 more than PDX, the primary commercial airport in the region. Thus HIO, which is less than 1/3 the size of PDX in terms of acreage, now logs more annual operations than any other airport in the entire state.

This same report indicates that during fiscal year 2008-09 the Port of Portland's total operational count, including PDX, Hillsboro, and Troutdale, dropped by 8.3% which equates to over 50,000 operations system wide. At -10.4% with a total of 235,773 annual operations, PDX experienced the steepest decline, more than 27,000 fewer operations than last year, thereby plummeting PDX to a 22-year low. The operational count at PDX peaked in calendar year 1997 at 329,745 annual operations (See Exhibit 2 in Supporting Documentation Section), thus this airport now accommodates 28.5% fewer flights than it did just 12 years ago.

The PDX Monthly Traffic Report for July, August, and September 2009 (See Exhibit 3 in supporting Documentation Section) reveals that this pattern of declining usage is continuing into the new fiscal year. PDX has seen a drop each of these months of 12.8%, 12.8%, and 12.3% respectively compared to 2008. The declines at Hillsboro Airport were even more dramatic 15.3% in July, 15.7% in August, and 14.6% in September while Troutdale dropped by 25 to 26% during each of the summer months.



In fiscal year 2008-2009, Troutdale Airport realized a 9% drop in operations, from 94,572 to 86,105, for a decrease of 8,000. It is noteworthy that more than 30 years ago, there were over twice as many operations out of Troutdale Airport, (173,348 in 1976) than there are now (See Exhibit 4 in Supporting Documentation Section)

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Clearly, between PDX and Troutdale there is an excess of capacity at Port of Portland owned and operated facilities. In 2008 there were only 26,892 GA operations logged at PDX down by over 100,000 from 1976 and half as many as in 1985 (See Exhibit 5 in Supporting Documentation Section). This data suggests that Port of Portland predecessors were far more capable and conscientious stewards of existing resources and public monies.

#### **Taxpayer Dollars Wasted on Unnecessary Port of Portland Aviation Projects**

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It is curious that despite this 12 year downward spiral, during which takeoffs and landings at PDX *decreased* by more than 94,000 operations, the Port continues to lavish scarce taxpayer funds on this facility. Amy Hsuan, in a 7/25/09 Oregonian article Uncertainty at PDX, reported that PDX is currently pursuing a number of top-dollar expansion projects including “a \$148 million parking garage, \$135.4 million baggage screening system, \$63.5 million runway extension and a \$31.7 million widening of Airport Way.” The total cost of these projects alone comes to \$378.6 million - enough to build a school in flood ravaged Vernonia 10 times over.

In addition, the Oregon Legislature allocated \$6.2 million in state lottery revenues for a runway expansion at PDX - money that could have been devoted to education to offset rising tuition, crowded classrooms, teacher shortages and a host of other problems confronting Oregon’s schools. Instead, teachers are directed to take unpaid furlough days and students struggle with inadequate resources. The Port is also paying Delta Airlines \$3.5 million to retain direct flight to Asia and Europe – routes Delta would cancel without the subsidy from the Port of Portland.

To promote and justify their spurious projects, the Port has cleverly resorted to feeding the public information on passenger counts rather than actual operations. Due to larger aircraft and more crowded flights, passenger count does not equate with an increase in operations or the need for more and extended runways.

#### **Hillsboro Airport Designated as Reliever, Not Primary, Facility**

5 The draft EA goes on to explain:

*HIO is a designated reliever airport for PDX. The Federal Aviation Administration (FAA) encourages the development of such high capacity GA airports in major metropolitan areas. These specialized reliever airports provide pilots with safe, efficient, and attractive alternatives to using congested commercial airports...*

But wait just a minute! It appears that the Port and the FAA are engaged in an attempt to intentionally obfuscate the facts. Remember the annual operational count at PDX has now tumbled to 1986-87 levels. If there is congestion at this facility, it would point to alarmingly poor management and administration, particularly since PDX has the capacity for more than twice as many annual operations as it is currently facilitating. The question then is, Why is a reliever GA airport outpacing PDX in terms of annual takeoffs and landings?

5

6 HIO caters primarily to the less than 1/5 of 1% of the population who have obtained a private pilots license; those wealthy enough to purchase private jets, fixed wing aircraft, and/or helicopters; those with the financial wherewithal to charter private flights and air taxis; those who can afford to rent, at \$100 or more per hour plus fuel, aircraft for recreational purposes and flight training.

Few Main St. Americans, many of whom are struggling to keep food on the table, can afford to fly in and out of Hillsboro Airport, yet plans are currently underway to gouge taxpayers for over \$16 million to construct a third runway at this airport. Please note that the price of a new Cessna 350 or 400 exceeds, one to 2 times over, the average amount Oregonians spend to purchase a home, those that can even afford to buy a home that is.

According to Phil Boyer, the President of the Airport Owners and Pilots Association, 95% of the 600,000 registered pilots in this country are men. This small group, which represents 1/5 of 1% of the total US population, is receiving billions of dollars in federal handouts. Meanwhile the other roughly 99.8% of the population (minus the corporate executives and their friends who can afford private flights) that relies on the commercial airlines is being hit with additional fees to check luggage, purchase leg room, and buy food items.

#### **Exorbitant Cost of General Aviation Airports**

7

An Associated Press Reporter, Bob Porterfield, in a 4/15/07 article, Travelers Taxes Awarded to Small Airports, stated that, "The federal government has taken billions of dollars from the taxes and fees paid by airline passengers every time they fly and awarded it to small airports used mainly by private pilots and globe-trotting corporate executives...Passengers pay as many as six separate taxes and fees on a single airline ticket, adding up to \$104 billion since 1997." A significant portion of these funds is then distributed to "rural airstrips serving crop-dusters and hobbyists, to executive airports serving corporate jets and exclusive resort destinations."

Not to be outdone, the State of Oregon has lavished even more public money on this select few via the Oregon Department of Aviation (ODA). This agency is essentially a government department devoted to pumping hard-earned taxpayer dollars into the hands of a small well-heeled minority. Since its inception in 2000 and 2006, the ODA has funneled more than \$66 million into airports across the state. At \$15 million, HIO was

the top recipient. (See Annual Reports at Oregon Department of Aviation website for additional information on this topic).

But this is just the tip of the iceberg as the most recent Hillsboro Airport Master Plan outlines the Port's intent to invest upwards of \$126 million dollars in this facility over a 15-20 year timeframe.

Additional funding allotted by Connect/Oregon was also doled out to the aviation industry. Per former ODA Aviation Director, Dan Clem, in the Oregon Department of Aviation Biennial Report 2006-2008 "The aggregate total of Connect/Oregon funding for aviation is now over \$40M within the past three years." Needless to say the Port of Portland frequently appears with outstretched palms for airport funding throughout the pages of ODA Annual Reports. For the record this same report stated that there are only 5,732 pilots in Oregon, yet this select group receives a lion's share of public transportation dollars.

7

Many corporations in Oregon which pay a mere \$10 annually in taxes bitterly begrudge efforts by the legislature to raise this amount. In fact, the collective greed and avarice of this sector, in conjunction with their indifference to the public good, is so egregious and extreme that they also feel entitled to require hard working middle Americans to foot the bill for new runways, hangars and related infrastructure on behalf of the few who habitually use the most polluting and gas guzzling form of transportation on the planet. By the way, when was the last time Uncle Sam offered to pave driveways or build garages for the majority of Americans who can only afford to buy or rent cars? The rules of the game are different for those who have the financial wherewithal to own, rent, or charter private fixed wing aircraft, jets, and helicopters. Like Wall St. bankers and corporate CEO's and sadly many of our elected officials, this small minority expect their extravagant life style choices to be underwritten by taxpayers.

#### **Past Forecast Projections Historically Over Estimated**

8 The second paragraph of the Executive Summary states:

*As the airport sponsor, The Port of Portland (the Port) prepared the 2005 Hillsboro Master Plan, which identified facility improvements to enable the airport to continue serving as an effective GA reliever as activity levels increase.*

It is quite clear from reviewing PDX reports that Port forecasting is often embarrassingly inaccurate. For instance, the PDX Master Plan Summary Report September 2000 stated that by 2010, 347,000 annual operations were expected at PDX (See Exhibit 6 in Supporting Documentation Section). Their prediction overestimated the actual count by 110,000. To put this figure in perspective, the Eugene Airport, Mahlon Sweet Field, touted as the second largest commercial airport in the state, logged 78,480 total operations in 2008. This would indicate that PDX presently has more than enough capacity to accommodate a mid-sized commercial airport within its current boundaries.

- 9 It is worth noting that the Port offers financial incentives to make it appear that Hillsboro Airport is beyond capacity. The Port of Portland Landing Report Form lists landing fees at various Port owned and operated airports. The rate per 1000 lbs at PDX is \$3.49 while at Hillsboro it is \$2.79 (See Exhibit 7 in the Supporting Documentation Section). Clearly, a pilot interested in saving money is more likely to land at Hillsboro. In order to remedy this imbalanced situation and to more effectively and responsibly use existing resources it would make sense to lure flights to PDX by substantially lowering the landing fee.
- 10 Another incentive would involve starting a cash for clunkers program for general aviation which accounts for 75% of the air traffic in this country. After all, the fuel burned by the affluent few who can afford to fly in gas guzzling corporate and chartered jets, fixed wing aircraft, helicopters, and air taxis make the deservedly maligned hummers, SUV's, and monster trucks look like fuel efficient economy cars. The reduction in noise and toxic emissions would be a boon to the environment and livability. In addition we could save billions nationwide by curtailing spending on extravagant and unnecessary airport expansions such as the current proposal to add a third runway at the Hillsboro Airport. In return for their trade-ins we could generously offer high end bicycles, free of charge of course.

#### **Environmental and Noise Impacts**

- 11 It is also troubling that the Port is currently engaged in a scheme to draft an Environmental Assessment at Hillsboro Airport, contending that this facility, which logs close to a quarter of a million annual operations, has no significant environmental impact. This is nothing short of astonishing, especially in light of the fact there are now more annual operations at Hillsboro than at PDX or any other airport in the entire state of Oregon. Their intent is obviously to downplay the noise, pollution, safety and security impacts of aviation activity. It is worth noting that each of the Portland Community College Aviation Sciences student pilots, most of whom fly out of Hillsboro Airport, is required to accrue 270 flight hours for licensure. This translates into more than 11 days of noise per student. Two hundred students in the program will collectively generate over 6.2 years of noise over the course of their taxpayer subsidized studies. In addition gas guzzling aviation activity spews a host of pollutants into the environment including lead, benzene, carbon monoxide and carbon dioxide.

#### **Takings and Eminent Domain**

- 12 A second point of contention is the expansion of the HIO overlay zone, which is essentially an expansion of the airport boundary. This is of grave concern especially in light of the Port's statutory right to exercise eminent domain, which is essentially a taking of neighboring private properties solely for the purpose of promoting the for-profit aviation business interests of an affluent few. This self serving group of aviation business industry advocates and politicians feel entitled to exploit the populace purely for private economic gain. The plans being honed by this group display a disdainful attitude towards the community, indifference to the environment, an assault on livability, and an affront to taxpayers who are footing the bill.

**Recommendations**

- 14 • Given the abundance of capacity at both PDX and Troutdale and out of respect for the hard working taxpayers, I strongly urge you to promote the No Action Alternative at Hillsboro Airport.
- 15 • Place a moratorium on all airport expansions at all Port of Portland aviation facilities. The money currently earmarked for these unnecessary extravagances can be put to far better use. No additional federal or state dollars should be released to the Port of Portland until it can demonstrate a respect for the greater good.
- 16 • A 2/6/09 Oregonian PDX Green column, noted that Washington County Commissioner Tom Brian and State Senator Bruce Starr deserve admiration for encouraging people to drive less so as to save on overworked infrastructure. I urge them along and all of our elected representatives to extend this same message to aviation infrastructure as well including the wasteful third runway expansion at Hillsboro Airport.
- 17 • The State lottery dollars directed towards PDX and Hillsboro through Connect Oregon I and II should be immediately rerouted to education so as to decrease class size, lower tuition, and support basic core classes as well as arts and music in the schools.
- 18 • The lavish and wasteful FAA dollars earmarked for Port of Portland should be devoted to the far less polluting high speed rail option.
- 19 • Establish a citizen oversight committee to oversee all Port of Portland aviation activities. The Port has a responsibility to use public monies wisely and to protect the environment for future generations. Instead they all too often mislead and deceive the public in an effort to generate profits for the aviation industry. This is a flagrant violation of the public trust.
- 20 • Since its inception in 2000, the Oregon Department of Aviation (ODA) has funneled over \$66 million into the aviation industry, a substantial portion of which came from federal tax dollars. ODA also receives significant sums of money from the Oregon Department of Transportation.
- 21 • Governor Kulongoski is charged with the task of appointing board members to Port of Portland Board of Commissioners and to the Board of the Oregon Department of Aviation. In addition he is responsible for approving the budget of the ODA thus he must bear full responsibility for his complicity in promoting out of control and unnecessary aviation spending not only at Port of Portland facilities but at airports around the state. On behalf of the greater good, it is incumbent upon the Governor to rein in the aviation industry. A substantial portion of the

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monies currently earmarked for aviation should be redirected towards high speed rail and environmentally sustainable transportation alternatives that provide protection for urban and rural communities from the negative impacts of aviation.

- 22 • Commence a public relations campaign with a clear message that the enduring well being of the earth and its inhabitants is of far greater importance than establishing a playground, at public expense, for the rich. The campaign should discourage all inessential flight activity in the same way that the regional government, Metro, discourages auto travel by encouraging people to walk, bicycle, car pool, or use public transportation in an effort to reduce pollution and carbon dioxide emissions.
- 23 • Levy a steep fuel tax on all general aviation flights based on miles flown. The monies accrued in this way should then be devoted to a general fund account designed to offset cuts to education, health care, the social services as well as to alternative forms of transportation that decrease reliance on foreign energy.
- 24 • Ban all flight training in Washington County. No community or homeowner should be subjected to inexperienced pilots flying relentlessly over their homes and neighborhoods.

#### Closing Remarks

In light of the foregoing data, I would like to know how you can justify funneling millions of hard earned taxpayer dollars into expansions at Hillsboro Airport, including the building of a third runway. The figures provided here suggest that the public is being deliberately deceived and misled by the Port of Portland and the Hillsboro Airport Issues Roundtable as well as by the various government jurisdictions that have signed on to what can best be described as a "pork barrel scam." In fact, the entire scheme amounts to the same kind of pro-corporate politicking, irresponsible governance, and disregard for the greater good that has justifiably outraged Main Street Americans across this land.

Thank you for your time and consideration.

*Miki Barnes 11/10/09*

# SUPPORTING DOCUMENTATION

*Miki Barnes Testimony, HIO Environmental Assessment*

*Page 8 of 8*

**PORTLAND INTERNATIONAL AIRPORT (PDX)**  
**Monthly Traffic Report**  
**June, 2009: Fiscal Year Report**

	This Month			Fiscal Year to Date		
	2009	2008	%Chg	2009	2008	%Chg
<b>Total PDX Flight Operations *</b>	<b>19,920</b>	<b>22,983</b>	<b>-13.3%</b>	<b>235,773</b>	<b>263,101</b>	<b>-10.4%</b>
Military	434	384	13.0%	4,181	3,326	25.7%
General Aviation	1,911	2,812	-32.0%	23,021	26,892	-14.4%
Hillsboro Airport Operations	19,433	26,992	-28.0%	241,313	256,304	-5.8%
Troutdale Airport Operations	6,307	11,365	-44.5%	86,105	94,572	-9.0%
Total System Operations	45,660	61,340	-25.6%	563,191	613,977	-8.3%
<b>PDX Commercial Flight Operations **</b>	<b>16,066</b>	<b>18,850</b>	<b>-14.8%</b>	<b>193,712</b>	<b>223,502</b>	<b>-13.3%</b>
Cargo	2,270	2,418	-6.1%	27,778	32,216	-13.8%
Charter	8	4	100.0%	66	88	-25.0%
Major	6,578	8,176	-19.5%	82,900	95,598	-13.3%
National	360	412	-12.6%	4,076	4,262	-4.4%
Regional	6,850	7,840	-12.6%	78,892	91,338	-13.6%
Domestic	15,518	18,162	-14.6%	188,164	215,546	-12.7%
International	548	688	-20.3%	5,548	7,956	-30.3%
<b>Total Enplaned &amp; Deplaned Passengers</b>	<b>1,219,224</b>	<b>1,370,868</b>	<b>-11.1%</b>	<b>13,301,955</b>	<b>14,896,085</b>	<b>-10.7%</b>
Charter	557	150	271.3%	4,508	6,324	-28.7%
Major	812,042	964,814	-15.8%	9,190,807	10,566,039	-13.0%
National	58,272	57,673	1.0%	614,639	662,324	-7.2%
Regional	348,353	348,231	0.0%	3,492,001	3,661,398	-4.6%
Total Enplaned Passengers	610,003	688,992	-11.5%	6,654,126	7,449,917	-10.7%
Total Deplaned Passengers	609,221	681,876	-10.7%	6,647,829	7,446,168	-10.7%
Total Domestic Passengers	1,173,024	1,309,356	-10.4%	12,774,971	14,274,582	-10.5%
Total Enplaned Passengers	585,902	657,718	-10.9%	6,391,569	7,138,993	-10.5%
Total Deplaned Passengers	587,122	651,638	-9.9%	6,383,402	7,135,589	-10.5%
Total International Passengers	46,200	61,512	-24.9%	526,984	621,503	-15.2%
Total Enplaned Passengers	24,101	31,274	-22.9%	262,557	310,924	-15.6%
Total Deplaned Passengers	22,099	30,238	-26.9%	264,427	310,579	-14.9%
<b>Total Enplaned &amp; Deplaned Air Freight (Tons) #</b>	<b>15,429</b>	<b>19,117</b>	<b>-19.3%</b>	<b>204,485</b>	<b>257,319</b>	<b>-20.5%</b>
Total Enplaned Air Freight	7,736	9,619	-19.6%	102,578	128,389	-20.1%
Total Deplaned Air Freight	7,693	9,498	-19.0%	101,907	128,930	-21.0%
Total Domestic Air Freight	15,059	17,985	-16.3%	194,256	243,831	-20.3%
Total Enplaned Air Freight	7,506	8,979	-16.4%	96,603	120,515	-19.8%
Total Deplaned Air Freight	7,553	9,006	-16.1%	97,653	123,316	-20.8%
Total International Air Freight	370	1,132	-67.3%	10,229	13,488	-24.2%
Total Enplaned Air Freight	230	640	-64.1%	5,975	7,874	-24.1%
Total Deplaned Air Freight	140	492	-71.5%	4,254	5,614	-24.2%
<b>Total Enplaned &amp; Deplaned Air Mail (Tons) #</b>	<b>352</b>	<b>771</b>	<b>-54.3%</b>	<b>7,128</b>	<b>7,981</b>	<b>-10.7%</b>
Total Enplaned Mail	81	293	-72.4%	2,879	3,328	-13.5%
Total Deplaned Mail	271	478	-43.3%	4,249	4,653	-8.7%

\* Reported by FAA  
\*\* Reported by the airlines  
# Columns may not add due to rounding

*Exhibit 1*



PORTLAND INTERNATIONAL AIRPORT  
(PDX)

-1.2% Decrease Year-to-Date

TOTAL OPERATIONS

Through December, 1999

	1994	1995	1996	1997	1998	1999
JANUARY	21,760	23,637	23,047	25,404	23,808	24,746
FEBRUARY	19,415	21,797	23,424	24,547	23,043	22,807
MARCH	23,866	25,554	25,553	26,750	26,142	26,697
APRIL	22,342	24,385	24,315	27,618	27,059	26,764
MAY	23,173	25,746	25,878	29,088	26,792	27,273
JUNE	23,867	27,381	26,271	29,021	27,827	27,789
JULY	25,593	27,625	28,604	30,685	30,799	29,251
AUGUST	26,992	28,101	29,754	30,455	31,671	29,804
SEPTEMBER	24,709	25,352	26,693	28,003	29,332	27,602
OCTOBER	24,875	25,282	27,274	26,337	28,238	27,232
NOVEMBER	22,976	23,298	24,633	25,213	25,653	25,327
DECEMBER	24,356	23,845	24,178	26,624	25,895	27,155
<b>CALENDAR YEAR TOTAL</b>	<b>283,924</b>	<b>302,003</b>	<b>309,624</b>	<b>329,745</b>	<b>326,259</b>	<b>322,447</b>

*Exhibit 2*

**PORTLAND INTERNATIONAL AIRPORT (PDX)**  
**Monthly Traffic Report**  
**July, 2009**

	This Month			Calendar Year to Date		
	2009	2008	%Chg	2009	2008	%Chg
<b>Total PDX Flight Operations *</b>	<b>21,099</b>	<b>23,831</b>	<b>-11.5%</b>	<b>132,630</b>	<b>152,161</b>	<b>-12.8%</b>
Military	563	343	64.1%	2,545	2,201	15.6%
General Aviation	2,210	2,799	-21.0%	12,290	15,330	-19.8%
Hillsboro Airport Operations	22,339	29,365	-23.9%	138,431	163,407	-15.3%
Troutdale Airport Operations	6,862	12,212	-43.8%	45,494	60,792	-25.2%
Total System Operations	50,300	65,408	-23.1%	316,555	376,360	-15.9%
<b>PDX Commercial Flight Operations **</b>	<b>16,828</b>	<b>19,448</b>	<b>-13.5%</b>	<b>108,270</b>	<b>128,870</b>	<b>-16.0%</b>
Cargo	2,184	2,466	-0.9%	15,558	18,002	-13.6%
Charter	12	4	200.0%	54	44	22.7%
Major	6,888	8,644	-20.9%	44,910	54,378	-17.4%
National	372	426	-12.7%	2,246	2,636	-14.8%
Regional	7,162	7,908	-9.4%	45,502	53,810	-15.4%
Domestic	16,238	18,682	-13.1%	105,186	124,028	-15.2%
International	590	766	-23.0%	3,084	4,842	-36.3%
<b>Total Enplaned &amp; Deplaned Passengers</b>	<b>1,326,163</b>	<b>1,443,437</b>	<b>-8.1%</b>	<b>7,443,158</b>	<b>8,557,711</b>	<b>-13.0%</b>
Charter	713	286	149.3%	3,560	3,271	8.8%
Major	897,375	1,026,796	-12.6%	5,036,196	5,937,981	-15.2%
National	60,399	58,522	3.2%	352,010	392,042	-10.2%
Regional	367,676	357,833	2.8%	2,051,392	2,224,417	-7.8%
Total Enplaned Passengers	655,308	712,241	-8.0%	3,711,399	4,265,063	-13.0%
Total Deplaned Passengers	670,855	731,196	-8.3%	3,731,759	4,292,648	-13.1%
Total Domestic Passengers	1,275,964	1,377,255	-7.4%	7,173,048	8,171,333	-12.2%
Total Enplaned Passengers	630,144	681,299	-7.5%	3,574,850	4,074,112	-12.3%
Total Deplaned Passengers	645,820	695,956	-7.2%	3,598,198	4,097,221	-12.2%
Total International Passengers	50,199	66,182	-24.2%	270,110	386,378	-30.1%
Total Enplaned Passengers	25,164	30,942	-18.7%	136,549	190,951	-28.5%
Total Deplaned Passengers	25,035	35,240	-29.0%	133,561	195,427	-31.7%
<b>Total Enplaned &amp; Deplaned Air Freight (Tons) #</b>	<b>15,868</b>	<b>20,040</b>	<b>-20.8%</b>	<b>107,596</b>	<b>141,951</b>	<b>-24.2%</b>
Total Enplaned Air Freight	8,028	10,053	-20.1%	54,273	71,646	-24.2%
Total Deplaned Air Freight	7,840	9,987	-21.5%	53,323	70,305	-24.2%
Total Domestic Air Freight	15,072	18,665	-19.2%	103,215	134,024	-23.0%
Total Enplaned Air Freight	7,538	9,197	-18.0%	51,713	67,054	-22.9%
Total Deplaned Air Freight	7,534	9,468	-20.4%	51,502	66,970	-23.1%
Total International Air Freight	796	1,375	-42.1%	4,381	7,927	-44.7%
Total Enplaned Air Freight	490	856	-42.8%	2,560	4,592	-44.3%
Total Deplaned Air Freight	306	519	-41.0%	1,821	3,335	-45.4%
<b>Total Enplaned &amp; Deplaned Air Mail (Tons) #</b>	<b>404</b>	<b>724</b>	<b>-44.2%</b>	<b>3,282</b>	<b>4,999</b>	<b>-34.3%</b>
Total Enplaned Mail	93	291	-68.0%	1,154	2,008	-42.5%
Total Deplaned Mail	311	433	-28.2%	2,128	2,991	-28.9%

\* Reported by FAA

\*\* Reported by the airlines

# Columns may not add due to rounding

*Exhibit 3 - page 1*

**PORTLAND INTERNATIONAL AIRPORT (PDX)**  
**Monthly Traffic Report**  
**August, 2009**

	This Month			Calendar Year to Date		
	2009	2008	%Chg	2009	2008	%Chg
<b>Total PDX Flight Operations *</b>	<b>20,518</b>	<b>23,458</b>	<b>-12.5%</b>	<b>153,148</b>	<b>175,619</b>	<b>-12.8%</b>
Military	429	596	-28.0%	2,974	2,797	6.3%
General Aviation	2,083	2,680	-22.3%	14,373	18,010	-20.2%
Hillsboro Airport Operations	20,068	24,518	-18.1%	158,499	187,925	-15.7%
Troutdale Airport Operations	6,782	9,785	-30.7%	52,276	70,577	-25.9%
<b>Total System Operations</b>	<b>47,368</b>	<b>57,761</b>	<b>-18.0%</b>	<b>363,923</b>	<b>434,121</b>	<b>-16.2%</b>
<b>PDX Commercial Flight Operations **</b>	<b>16,448</b>	<b>19,084</b>	<b>-13.8%</b>	<b>124,718</b>	<b>147,954</b>	<b>-15.7%</b>
Cargo	2,252	2,468	-8.8%	17,810	20,470	-13.0%
Charter	4	0		58	44	31.8%
Major	6,788	8,452	-19.7%	51,698	62,830	-17.7%
National	372	424	-12.3%	2,618	3,060	-14.4%
Regional	7,032	7,740	-9.1%	52,534	61,550	-14.6%
Domestic	16,154	18,332	-11.9%	121,340	142,360	-14.8%
International	294	752	-60.9%	3,378	5,594	-39.6%
<b>Total Enplaned &amp; Deplaned Passengers</b>	<b>1,299,478</b>	<b>1,433,616</b>	<b>-9.4%</b>	<b>8,742,636</b>	<b>9,991,327</b>	<b>-12.5%</b>
Charter	281	0		3,841	3,271	17.4%
Major	882,326	1,017,802	-13.3%	5,918,522	6,955,783	-14.9%
National	61,711	62,497	-1.3%	413,721	454,539	-9.0%
Regional	355,160	353,317	0.5%	2,406,552	2,577,734	-6.6%
Total Enplaned Passengers	655,781	716,454	-8.5%	4,367,180	4,981,517	-12.3%
Total Deplaned Passengers	643,697	717,162	-10.2%	4,375,456	5,009,810	-12.7%
Total Domestic Passengers	1,245,523	1,366,154	-8.8%	8,418,571	9,537,487	-11.7%
Total Enplaned Passengers	628,730	683,255	-8.0%	4,203,580	4,757,367	-11.6%
Total Deplaned Passengers	616,793	682,899	-9.7%	4,214,991	4,780,120	-11.8%
Total International Passengers	53,955	67,462	-20.0%	324,065	453,840	-28.6%
Total Enplaned Passengers	27,051	33,199	-18.5%	163,600	224,150	-27.0%
Total Deplaned Passengers	26,904	34,263	-21.5%	160,465	229,690	-30.1%
<b>Total Enplaned &amp; Deplaned Air Freight (Tons) #</b>	<b>14,940</b>	<b>19,534</b>	<b>-23.5%</b>	<b>122,536</b>	<b>161,485</b>	<b>-24.1%</b>
Total Enplaned Air Freight	7,601	9,849	-22.8%	61,874	81,495	-24.1%
Total Deplaned Air Freight	7,339	9,685	-24.2%	60,662	79,990	-24.2%
Total Domestic Air Freight	14,178	18,277	-22.4%	117,393	152,301	-22.9%
Total Enplaned Air Freight	7,154	9,077	-21.2%	58,867	76,131	-22.7%
Total Deplaned Air Freight	7,024	9,200	-23.7%	58,526	76,170	-23.2%
Total International Air Freight	762	1,257	-39.4%	5,143	9,184	-44.0%
Total Enplaned Air Freight	447	772	-42.1%	3,007	5,364	-43.9%
Total Deplaned Air Freight	315	485	-35.1%	2,136	3,820	-44.1%
<b>Total Enplaned &amp; Deplaned Air Mail (Tons) #</b>	<b>496</b>	<b>516</b>	<b>-3.9%</b>	<b>3,778</b>	<b>5,515</b>	<b>-31.5%</b>
Total Enplaned Mail	198	222	-10.8%	1,352	2,230	-39.4%
Total Deplaned Mail	298	294	1.4%	2,426	3,285	-26.1%

\* Reported by FAA

\*\* Reported by the airlines

# Columns may not add due to rounding

*Exhibit 3 - page 2*

**PORTLAND INTERNATIONAL AIRPORT (PDX)**  
**Monthly Traffic Report**  
**September, 2009**

	This Month			Calendar Year to Date		
	2009	2008	%Chg	2009	2008	%Chg
<b>Total PDX Flight Operations *</b>	<b>18,858</b>	<b>20,616</b>	<b>-8.5%</b>	<b>172,006</b>	<b>196,235</b>	<b>-12.3%</b>
Military	352	332	6.0%	3,326	3,129	6.3%
General Aviation	1,999	2,357	-15.2%	16,372	20,367	-19.6%
Hillsboro Airport Operations	18,633	19,526	-4.6%	177,132	207,451	-14.6%
Troutdale Airport Operations	5,503	7,546	-27.1%	57,779	78,123	-26.0%
Total System Operations	42,994	47,688	-9.8%	406,917	481,809	-15.5%
<b>PDX Commercial Flight Operations **</b>	<b>15,128</b>	<b>16,726</b>	<b>-9.6%</b>	<b>139,846</b>	<b>164,680</b>	<b>-15.1%</b>
Cargo	2,278	2,286	-0.3%	20,088	22,756	-11.7%
Charter	8	4	100.0%	66	48	37.5%
Major	6,168	7,310	-15.6%	57,866	70,140	-17.5%
National	364	352	3.4%	2,982	3,412	-12.6%
Regional	6,310	6,774	-6.8%	58,844	68,324	-13.9%
Domestic	14,604	16,088	-9.2%	135,944	158,448	-14.2%
International	524	638	-17.9%	3,902	6,232	-37.4%
<b>Total Enplaned &amp; Deplaned Passengers</b>	<b>1,079,443</b>	<b>1,149,412</b>	<b>-6.1%</b>	<b>9,822,079</b>	<b>11,140,739</b>	<b>-11.8%</b>
Charter	540	260	107.7%	4,381	3,531	24.1%
Major	726,691	804,990	-9.7%	6,645,213	7,760,773	-14.4%
National	57,311	52,656	8.8%	471,032	507,195	-7.1%
Regional	294,901	291,506	1.2%	2,701,453	2,869,240	-5.8%
Total Enplaned Passengers	542,623	579,244	-6.3%	4,909,803	5,560,761	-11.7%
Total Deplaned Passengers	536,820	570,168	-5.8%	4,912,276	5,579,978	-12.0%
Total Domestic Passengers	1,040,701	1,092,502	-4.7%	9,459,272	10,629,989	-11.0%
Total Enplaned Passengers	522,982	550,614	-5.0%	4,726,562	5,307,981	-11.0%
Total Deplaned Passengers	517,719	541,888	-4.5%	4,732,710	5,322,008	-11.1%
Total International Passengers	38,742	56,910	-31.9%	362,807	510,750	-29.0%
Total Enplaned Passengers	19,641	28,630	-31.4%	183,241	252,780	-27.5%
Total Deplaned Passengers	19,101	28,280	-32.5%	179,566	257,970	-30.4%
<b>Total Enplaned &amp; Deplaned Air Freight (Tons) #</b>	<b>15,735</b>	<b>18,284</b>	<b>-13.9%</b>	<b>138,271</b>	<b>179,769</b>	<b>-23.1%</b>
Total Enplaned Air Freight	7,974	9,249	-13.8%	69,848	90,744	-23.0%
Total Deplaned Air Freight	7,761	9,035	-14.1%	68,423	89,025	-23.1%
Total Domestic Air Freight	15,190	17,152	-11.4%	132,583	169,453	-21.8%
Total Enplaned Air Freight	7,661	8,624	-11.2%	66,528	84,755	-21.5%
Total Deplaned Air Freight	7,529	8,528	-11.7%	66,055	84,698	-22.0%
Total International Air Freight	545	1,132	-51.9%	5,688	10,316	-44.9%
Total Enplaned Air Freight	313	625	-49.9%	3,320	5,989	-44.6%
Total Deplaned Air Freight	232	507	-54.2%	2,368	4,327	-45.3%
<b>Total Enplaned &amp; Deplaned Air Mail (Tons) #</b>	<b>630</b>	<b>660</b>	<b>-4.5%</b>	<b>4,408</b>	<b>6,175</b>	<b>-28.6%</b>
Total Enplaned Mail	278	280	-0.7%	1,630	2,510	-35.1%
Total Deplaned Mail	352	380	-7.4%	2,778	3,665	-24.2%

\* Reported by FAA

\*\* Reported by the airlines

# Columns may not add due to rounding

*Exhibit 3 - page 3*

**PORTLAND INTERNATIONAL AIRPORT (PDX)**  
**Monthly Traffic Report**  
**October, 2009**

	This Month			Calendar Year to Date		
	2009	2008	%Chg	2009	2008	%Chg
<b>Total PDX Flight Operations *</b>	<b>18,871</b>	<b>20,419</b>	<b>-7.6%</b>	<b>190,877</b>	<b>216,654</b>	<b>-11.9%</b>
Military	272	397	-31.5%	3,598	3,526	2.0%
General Aviation	1,666	2,111	-21.1%	18,038	22,478	-19.8%
Hillsboro Airport Operations	18,179	21,847	-16.8%	195,311	229,298	-14.8%
Troutdale Airport Operations	4,552	8,460	-46.2%	62,331	86,583	-28.0%
<b>Total System Operations</b>	<b>41,602</b>	<b>50,726</b>	<b>-18.0%</b>	<b>448,519</b>	<b>532,535</b>	<b>-15.8%</b>
<b>PDX Commercial Flight Operations **</b>	<b>15,440</b>	<b>16,912</b>	<b>-8.7%</b>	<b>155,286</b>	<b>181,592</b>	<b>-14.5%</b>
Cargo	2,404	2,616	-8.1%	22,492	25,372	-11.4%
Charter	8	4	100.0%	74	52	42.3%
Major	6,220	7,340	-15.3%	64,086	77,480	-17.3%
National	364	372	-2.2%	3,346	3,784	-11.6%
Regional	6,444	6,580	-2.1%	65,288	74,904	-12.8%
Domestic	14,924	16,344	-8.7%	150,868	174,792	-13.7%
International	516	568	-9.2%	4,418	6,800	-35.0%
<b>Total Enplaned &amp; Deplaned Passengers</b>	<b>1,056,775</b>	<b>1,128,830</b>	<b>-6.4%</b>	<b>10,878,854</b>	<b>12,269,569</b>	<b>-11.3%</b>
Charter	586	287	104.2%	4,967	3,818	30.1%
Major	708,057	792,580	-10.7%	7,353,270	8,553,353	-14.0%
National	57,506	54,933	4.7%	528,538	562,128	-6.0%
Regional	290,626	281,030	3.4%	2,992,079	3,150,270	-5.0%
Total Enplaned Passengers	529,782	568,874	-6.9%	5,439,585	6,129,635	-11.3%
Total Deplaned Passengers	526,993	559,956	-5.9%	5,439,269	6,139,934	-11.4%
Total Domestic Passengers	1,025,448	1,083,375	-5.3%	10,484,720	11,713,364	-10.5%
Total Enplaned Passengers	513,910	545,894	-5.9%	5,240,472	5,853,875	-10.5%
Total Deplaned Passengers	511,538	537,481	-4.8%	5,244,248	5,859,489	-10.5%
Total International Passengers	31,327	45,455	-31.1%	394,134	556,205	-29.1%
Total Enplaned Passengers	15,872	22,980	-30.9%	199,113	275,760	-27.8%
Total Deplaned Passengers	15,455	22,475	-31.2%	195,021	280,445	-30.5%
<b>Total Enplaned &amp; Deplaned Air Freight (Tons) #</b>	<b>16,773</b>	<b>19,163</b>	<b>-12.5%</b>	<b>155,044</b>	<b>198,932</b>	<b>-22.1%</b>
Total Enplaned Air Freight	8,708	9,700	-10.2%	78,556	100,444	-21.8%
Total Deplaned Air Freight	8,065	9,463	-14.8%	76,488	98,488	-22.3%
Total Domestic Air Freight	15,638	18,042	-13.3%	148,221	187,495	-20.9%
Total Enplaned Air Freight	7,815	8,992	-13.1%	74,343	93,747	-20.7%
Total Deplaned Air Freight	7,823	9,050	-13.6%	73,878	93,748	-21.2%
Total International Air Freight	1,135	1,121	1.2%	6,823	11,437	-40.3%
Total Enplaned Air Freight	893	708	26.1%	4,213	6,697	-37.1%
Total Deplaned Air Freight	242	413	-41.4%	2,610	4,740	-44.9%
<b>Total Enplaned &amp; Deplaned Air Mail (Tons) #</b>	<b>697</b>	<b>1,162</b>	<b>-40.0%</b>	<b>5,105</b>	<b>7,337</b>	<b>-30.4%</b>
Total Enplaned Mail	298	523	-43.0%	1,928	3,033	-36.4%
Total Deplaned Mail	399	639	-37.6%	3,177	4,304	-26.2%

\* Reported by FAA

\*\* Reported by the airlines

# Columns may not add due to rounding

*Exhibit 3 - page 4*

Table A-11

HISTORICAL AIRCRAFT OPERATIONS AT PORTLAND HILLSBORO AIRPORT  
AND PORTLAND TROUTDALE AIRPORT  
1970-1989

Year	Total aircraft operations	
	Portland Hillsboro Airport	Portland Troutdale Airport
1970	88,726	97,519
1975	147,439	171,871
1976	161,261	173,348
1977	205,310	155,679
1978	201,592	142,666
1979	209,573	120,059
1980	171,872	112,611
1981	153,673	102,445
1982	165,738	108,508
1983	160,189	100,811
1984	139,252	66,250
1985	152,374	53,718
1986	177,214	46,423
1987	177,910	42,534
1988	188,566	42,179
1989	212,679	60,418

Sources: Federal Aviation Adminis-  
tration, Portland Hillsboro  
and Portland Troutdale  
Airports, Air Traffic  
Control Tower records.

Source:  
PDX Master Plan Update, April 1993

Exhibit 4

Table A-10

HISTORICAL AIRCRAFT OPERATIONS AT PORTLAND INTERNATIONAL AIRPORT  
1970-1989

<u>Year<sup>a</sup></u>	<u>Air carrier</u>	<u>Air taxi/ commuter</u>	<u>General aviation</u>	<u>Military</u>	<u>Total operations</u>
1970	91,540	b	71,794	19,172	182,506
1975	76,548	10,896	85,630	21,311	194,385
1976	77,295	12,790	127,453	13,598	231,136
1977	80,527	10,402	125,421	26,397	242,747
1978	81,271	19,239	107,325	23,796	231,631
1979	77,304	25,250	96,467	21,130	220,151
1980	75,827	27,968	91,865	23,744	219,404
1981	68,748	23,829	91,538	22,489	206,604
1982	62,914	34,281	82,120	25,047	204,362
1983	73,345	31,308	78,231	25,424	208,308
1984	105,151	13,288	67,476	25,222	211,137
1985	119,592	8,512	68,214	23,494	219,812
1986	101,824	32,916	62,895	23,451	221,086
1987	99,625	68,899	61,904	17,792	248,220
1988	96,939	95,258	62,366	16,415	270,978
1989	98,896	93,575	63,769	14,631	270,871

- a. Data for 1970 through 1986 are for fiscal years ended June 30. Data for 1987 through 1989 are for calendar years.  
b. Included with general aviation operations.

Sources: 1970-1986: Federal Aviation Administration, "Air Traffic Activity," fiscal year editions.  
1987-1989: Federal Aviation Administration, Portland International Airport, Air Traffic Control Tower records.

*Source: Portland International Airport  
Master Plan Update April 1993*

*Exhibit 5 - page 1*

### Air Taxi and Commuter

Air taxi and commuter aircraft operations consist of unscheduled operations of "for hire" air taxis and the scheduled operations of commuter airlines. Before 1972, the FAA included both categories in the general aviation itinerant category.

As shown in Table A-10, the number of air taxi and commuter operations increased from 1975 to 1982 with annual variations. From 1982 to 1985, air taxi and commuter operations decreased substantially, partly because of the use of larger aircraft. From 1985 to 1989, the number of air taxi and commuter operations increased from 8,512 to 93,575, an average increase of 82% per year. Strong growth in air taxi and commuter operations in recent years is related to increased airline commuter service.

### General Aviation

General aviation operations include all civil aircraft operations not classified as air carrier or air taxi and commuter operations. The number of general aviation operations increased from 71,794 in 1970 to a high of 127,453 in 1976. General aviation operations at the Airport decreased to a low of 61,904 in 1987. In 1989, there were 63,769 general aviation operations performed at the Airport.

As shown below, itinerant general aviation operations represented 94% of total general aviation operations in 1989; local operations comprised the remaining 6%. (As defined by the FAA, local operations are performed by aircraft that (1) operate in the local traffic pattern or within sight of the Airport, (2) are known to be operating in local practice areas located within a 20-mile radius of the Airport, or (3) execute simulated instrument approaches or low passes at the Airport. Itinerant operations are all aircraft operations other than local operations.)

<u>Operation</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>
Itinerant	57,644	58,431	60,168
Local	4,260	3,935	3,601
Total	61,904	62,366	63,769

*Exhibit 5 - page 2*





**Airport Master Plan**  
*Portland International Airport*

Table 3  
**SUMMARY OF BASELINE AIRCRAFT OPERATIONS FORECAST  
FOR PORTLAND INTERNATIONAL AIRPORT, 1998 TO 2020**

Description	1998 [a]	Baseline Forecast [b]		
		2005	2010	2020
<b>Airline Aircraft Operations (Operations in Thousands)</b>				
Passenger Aircraft Operations				
Major and National	113	134	150	192
Regional and Commuter	97	120	134	156
Subtotal Passenger	210	254	284	348
All-Cargo Aircraft Operations				
Jet/Air Carrier	10	14	17	25
Turboprop/Commuter	22	25	29	38
Subtotal All-Cargo	32	39	46	64
Unscheduled Air Taxi Operations	9	16	17	18
<b>Total Airline Aircraft Operations</b>	<b>252</b>	<b>309</b>	<b>347</b>	<b>430</b>
Average Annual Growth Rate (Percent)	--	3.0%	2.3%	2.2%
<b>Other Aircraft Operations (Operations in Thousands)</b>				
General Aviation Operations	66	50	47	45
Military Aircraft Operations	9	10	10	10
<b>Total Airport Operations</b>	<b>326</b>	<b>369</b>	<b>404</b>	<b>485</b>
Average Annual Growth Rate (Percent)	--	1.8%	1.8%	1.8%
<b>Aircraft Operations Summary (Thousands)</b>				
Major and National	123	148	167	217
Regional and Commuter	128	161	180	212
General Aviation	66	50	47	45
Military	9	10	10	10
<b>Total Airport Operations</b>	<b>326</b>	<b>369</b>	<b>404</b>	<b>485</b>

[a] Source: Port of Portland and estimates by P&D Aviation from data by Port of Portland.  
[b] Source: Aviation Demand Forecast Update, November 4, 1999.

*Exhibit 6*



Portland International Airport Finance Office  
 7000 NE Airport Way, Portland, OR 97218  
 Telephone: 503-460-4172 Fax: 503-548-5789  
 Email: pdxfinance@portofportland.com

### Landing Report Form

(Rates effective July 2009 through June 2010)

Location (Please fill out separate reports for separate locations):

- PDX - Portland International Airport
- HIO - Portland Hillsboro Airport
- TTD - Portland Troutdale Airport

Month: 2009/2010

Commercial Aircraft (1)

Type of Carrier:  Passenger  Cargo

Contact Information:

Owner or Operator Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Phone Number \_\_\_\_\_

Report completed by: \_\_\_\_\_ Email: \_\_\_\_\_

Aircraft Type (Model)	Number of Landings	MGLW FAA Certified Max. Gross Lnd Weight	Total Weight Pounds

Totals

Landing Fee Calculation

Total Landed Weight-Pounds		
PDX	Landing Fee Rate Per 1,000 Pounds	\$3.49
HIO	Landing Fee Rate Per 1,000 Pounds	\$2.79
TTD	Landing Fee Rate Per 1,000 Pounds	\$2.09
Total Landing Fee		

Footnotes:

**Definitions:** Pursuant to Ordinance 389-R of the Port of Portland, commercial aircraft and aircraft which have an FAA certified maximum gross landed weight as determined by the Port of Portland that exceeds 10,000 pounds are required to pay landing fees to the Port of Portland.

(1) **Commercial Aircraft operator or owner** includes any person engaged in the carriage in air commerce of persons or property for compensation or hire, including but not limited to any person who is considered a Part 121 Operator or Part 135 Operator under the FAA's regulations.

**Payment Terms:** For aircraft operators who store or land their aircraft at the airport at least once monthly, landing fee payments are due no later than the 20th day of the month immediately following the month in which the landing occurred. For all other aircraft operators landing fees are due and payable before the next takeoff of an aircraft owned, operated, or controlled by the aircraft operator. Any landing fees not paid when due shall bear a delinquency charge at the rate of 18% per annum or the maximum rate of interest allowed by law, whichever is less, from the date the fees are due until paid in full. Imposition of a delinquency charge shall not constitute a waiver of any other remedies available to the Port of Portland for failure to timely pay any landing fees, including imposition of the penalties referred to below.

**Penalties:** Pursuant to Ordinance 389-R, any aircraft operator who fails to pay landing fees imposed is guilty of a misdemeanor punishable by a fine of up to \$250 per violation and also is subject to civil penalties of up to \$500 per violation.

Aircraft operators should review Ordinance 389-R for a complete definition of the above terms.

*Exhibit 7*

Response to Miki Barnes:

Comment number	Response
MB-2	<p>The Final EA will be revised to state that Hillsboro Airport (HIO) is currently (2008) the busiest airport in the State. Aircraft operations at the two airports have been nearly equal over the last several years as shown below.</p> <p>2007: PDX = 264,518; HIO = 236,885</p> <p>2008: PDX = 252,572; HIO = 259,263</p> <p>2009 (through 10/31/09): PDX = 190,877; HIO = 195,311</p>
MB-3	<p>Recent declines in aircraft activity at PDX do not reduce the benefits that HIO, as a designated reliever airport, provides to the Portland airport system. As a reliever airport, HIO accommodates aircraft that are, in many cases, smaller and slower than the commercial passenger and cargo aircraft operating at PDX. Mixing dissimilar aircraft types requires increased separation between aircraft, resulting in disproportionate increases in congestion and delay, and increased air traffic control complexity. In addition, conducting extensive local training at a commercial airport further increases congestion, delay, and complexity. For these reasons, the FAA encourages the development and improvement of reliever airports and, with the approval of Congress, has established funding priorities for such development as described in the National Plan of Integrated Airport Systems<sup>4</sup> (NPIAS).</p> <p>Troutdale Airport and HIO serve different geographic areas. The Port of Portland is required to make aviation facilities available to all users and can not, therefore, force pilots and aircraft owners to operate or base aircraft at Troutdale or any other airport in lieu of HIO.</p> <p>The EA examined the alternative of not providing the proposed new runway and associated facilities at HIO, the No-Build Alternative. The EA determined the No-Build Alternative would not likely result in decreased HIO activity even though congestion and delay increased.</p>
MB-4	<p>The proposed improvements at HIO are not funded by State or local taxes on property or income, nor by Federal income tax revenue. Airport improvement projects are funded by Federal aviation excise taxes and funds generated by airport sponsors such as the Port of Portland. In both cases, these funds are, by law, raised for the purpose of improving airport infrastructure and may not be used for other purposes.</p> <p>Federal grants used by the Port are drawn on the Aviation Trust Fund, which derives its income from taxes on airline tickets, air cargo waybills, commercial aviation fuel, general aviation gasoline, general aviation jet fuel, international passenger arrivals and departures, frequent flyer awards, and rural airports. These revenues are distributed by the FAA as specified by Congress in the Federal Budget.</p> <p>Port funds used at HIO and PDX are derived from user fees and the sale of bonds backed by such fees. The Port raises funds for airport improvements through property leases, landing fees, parking revenues, and concessions at PDX and HIO.</p> <p>The \$6.2 million in State revenue cited in the comment was provided through the <i>ConnectOregon</i> program. This program is a lottery bond based initiative by the State of Oregon to invest in air, rail, marine and transit infrastructure to ensure Oregon's transportation system is strong, diverse, and efficient. Applications submitted by the Port of Portland to this program are evaluated for funds based on the criteria of the program, the same as other applicants.</p> <p>Non-stop air services to Asia and Europe are critical to the regional businesses and to the regional economy, yet PDX is one of the smallest markets in the U.S. with service to both of these destinations. Delta's Tokyo flight alone has an annual economic impact of \$61.2 million for our region, helping local companies compete in a global marketplace, creating jobs, spending, and tourism opportunities. As Delta Airlines and other air carriers are reducing service to focus on the most profitable routes, smaller markets face increasing difficulty in retaining international service. The Port's investment in maintaining the international service is central to the Port's mission of providing efficient passenger and cargo access to global markets.</p> <p>The need for the project documented in this EA is based solely on aircraft operations, not passenger levels. For certain types of airport improvements, such as new runways, it is appropriate to consider aircraft operations. For other types of improvements, such as terminals, roadways, and parking, it is appropriate to consider passenger flows. For commercial air service, passenger activity and the number of destinations provided are most appropriate. Commercial operations are closely related to passenger</p>

<sup>4</sup> Report to Congress, National Plan of Integrated Airport Systems, 2007-2011, FAA, September 29, 2006

	demand, while general aviation operations are not driven by passenger demand. See also the response to comment MB - 3 regarding the benefits of a reliever airport.
MB-5	A substantial portion of the activity at HIO (67% in 2007) consists of local training flights that are not encouraged at commercial service airports. As noted in the response to comment MB - 3, mixing dissimilar aircraft types requires increased separation between aircraft, resulting in disproportionate increases in congestion and delay, and increased air traffic control complexity. In addition, conducting extensive local training at a commercial airport further increases congestion, delay, and complexity. For these reasons, the FAA encourages the development and improvement of reliever airports such as HIO. HIO serves general aviation operators who find the Airport to be convenient for their operations. The Port is not able to force users at HIO to relocate to other airports.
MB-6	<p>Aviation plays a major role in the State and national economy. The FAA report: Economic Impact of Civil Aviation on the U.S. Economy<sup>5</sup> provides the following summary of the widespread benefits of aviation.</p> <p><i>In 2006, aviation accounted for just over \$1.2 trillion in economic activity, contributing 5.6 percent to the U.S. economy. More importantly, aviation provides jobs to hardworking Americans. Eleven million Americans were employed in aviation-related fields in 2006, resulting in \$369 billion in earnings.</i></p> <p><i>General Aviation (GA) contributes \$14 billion in direct impacts and \$4 billion in indirect impacts. Although the total economic impact [including secondary impacts] of GA is less than that of their commercial counterparts, GA contributes \$81 billion, which is a significant contribution for non-scheduled service that includes all aircraft activity excluding major airlines and the military. In the United States, GA accounts for more than 5 percent of aviation-related services. GA has access to more than 5,300 public-use airports and a significant number of private airports making it one of the largest users of airports.</i></p> <p>At the local level, GA airports provide valuable transportation facilities for local businesses and training opportunities for pilots in all areas of civil aviation, thus representing an essential foundation for the national air transportation system.</p> <p>Since 1926, Congress has consistently recognized the value of both commercial passenger and general aviation to the national economy, through the passage of legislation. Congress establishes priorities for aviation funding for reliever airports such as HIO through authorization and appropriation processes. Within this national policy framework, FAA and the Port support an air transportation system open to all users, not just commercial passenger and cargo service providers. See also the response to Comment MB - 4 regarding the sources of funding.</p>
MB-7	<p>Congress has recognized the need for a balanced system of commercial and GA airports to support the air transportation needs of the United States. As noted in the response to comment MB - 6, both commercial and general aviation make significant contributions to the national economy. The response to comment MB - 4 notes that the allocation of funding to different types of airports is established by Congress through the annual budgeting process. As noted in response to comment MB - 3, maintaining reliever airports such as HIO enhances the safety and efficiency of air carrier airports such as PDX, by separating dissimilar aircraft types and simplifying air traffic control. See also the response to comment MB - 4 regarding the sources of funding for airport development.</p> <p>Recognizing the importance of air transportation to the State's economy, the State of Oregon has allocated funds for the maintenance and improvement of the State's Airport System. According to the Oregon Aviation System Plan, aviation generates nearly 95,000 jobs and contributes over \$8 billion to the State's economy.<sup>6</sup> As the largest GA airport in the State, HIO receives a substantial portion of the State's investment in aviation infrastructure. The Port does not plan to use ODA funding for this project, but has submitted an application for a <i>ConnectOregon</i> grant. See response to comment MB - 4 for an explanation of <i>ConnectOregon</i> funding.</p> <p>The proposed improvements at HIO have been, and will continue to be made in response to demonstrated need for aviation facilities. The proposed parallel runway at HIO will enable the Airport to accommodate existing demand at FAA recommended levels of service.</p>
MB-8	<p>Forecasts of aviation activity at commercial airports such as PDX are complicated by the fact that corporate decisions by individual air carriers can greatly affect the level of activity at an individual airport. For example, airlines may choose to provide service between two cities with frequent service using smaller aircraft, or by providing less frequent service using fewer, larger aircraft.</p> <p>In contrast, demand for services at GA airports is less affected by corporate decisions. Forecasts at HIO</p>

<sup>5</sup> The Economic Impact of Civil Aviation on the U.S. Economy, FAA Air Traffic Organization, October 2008.

<sup>6</sup> 2007 Oregon Aviation System Plan, Oregon Department of Aviation, February 2008.

	<p>have been generally consistent with long term trends; between 1990 and 2007 operations increased by 31% (1.6 % average annual growth) compared to the forecast annual growth rate of 1.1% used in this EA. The forecasts used in this EA have been reviewed and revised based on the latest available information.</p> <p>Finally, the need for the proposed improvements at HIO is based on existing, not forecast, demand.</p>
MB-9	<p>Establishing lower landing fees at both HIO and Troutdale is consistent with the goal of enhancing efficiency at PDX, the region's only commercial service airport. Encouraging comparatively small, slow GA aircraft and their associated training activity to operate at these GA airports simplifies air traffic control and enhances efficiency at PDX, thus benefiting the entire regional airport system. Attracting GA flights to PDX as suggested would not be consistent with the efficient operation of PDX as described in the response to comment MB - 3.</p>
MB-10	<p>Neither the FAA nor the Port has the authority to allocate funds as suggested. The concept of not funding improvements at HIO was examined in the EA as the No Action Alternative.</p> <p>The proposed project would improve efficiency at HIO. This would decrease demand for energy by reducing aircraft congestion and delay at the Airport. These delay reductions would decrease aviation fuel consumption by 103 tons (about 33,000 gallons) in 2012 and 183 tons (about 58,000 gallons) in 2015. This reduction in fuel consumption would also reduce emissions of all air pollutants.</p>
MB-11	<p>Consistent with the requirements of the National Environmental Policy Act (NEPA), the assessment of air quality and noise impacts, which included all operations at HIO, were conducted in accordance with accepted procedures using the best available data, as documented in the EA. All of the aircraft flights generated by the student pilots cited in this comment are reflected in existing operations at HIO. These existing activity levels have been used as the starting point for the forecasts of aircraft activity levels used to estimate noise, fuel consumption and air quality impacts in this EA.</p> <p>In all cases, thresholds of significance used in this EA are consistent with federal guidelines. By reducing congestion and delay the proposed action would reduce air emissions compared to the No Action Alternative. By shifting traffic patterns from more densely developed areas to less densely developed areas, the proposed new runway would also reduce noise exposure for the majority of local residents.</p>
MB-12	<p>The Port has not exercised eminent domain at HIO in past actions nor will it exercise eminent domain to accommodate the proposed new runway project.</p>
MB-14	<p>As explained in the EA, the No Action Alternative does not meet the purpose and need for the proposed project. See response to comment MB - 3 regarding the benefits of reliever airports to the airport system and the different markets served by PDX and Troutdale. See also the response to comment MB - 4 explaining that taxpayer funds are not used to fund airport development.</p>
MB-15	<p>The alternative of not developing the proposed action at HIO was considered and was determined not to be consistent with the purpose and need for the proposed project, see response to comment MB -14. See the response to comment MB - 4 regarding the source of funds for airport improvements. See also response to comment MB - 6 regarding the consistency of such funding with national priorities.</p>
MB-16	<p>Neither the FAA nor the Port has the authority to limit aviation activity. See response to comment MB - 4 regarding the source of funds for airport improvements. See also response to comment MB - 6 regarding the consistency of such funding with national priorities.</p>
MB-17	<p>The State Legislature and the State of Oregon Department of Transportation, not the FAA or the Port determines the use of lottery revenues. See response to comment MB - 4 regarding the funding sources for airport improvements.</p>
MB-18	<p>See response to comment MB - 4 regarding the source of funds for airport improvements. See also response to comment MB - 6 regarding the consistency of such funding with national priorities.</p>
MB-19	<p>The Port of Portland has official oversight over its activities through a nine-member commission, appointed by the Governor of Oregon and ratified by the Oregon Senate. The Hillsboro Airport also has an advisory committee, made up of 20 individuals representing local businesses, local elected officials and local citizens-at-large.</p> <p>The Port of Portland has established the following standing committees: Citizens Noise Advisory Committee (CNAC), Hillsboro Airport Issues Roundtable (HAIR), and the Wildlife Advisory Committee (WAC). In addition, the Port has established the Airport Futures Planning Advisory Group (PAG), a temporary committee established for updating the PDX Airport Master Plan. These are all opportunities provided by the Port for citizen participation.</p> <p>See also response to comments MB - 4 and MB - 6 regarding the source of funds for airport</p>

	improvements and the consistency of such funding with national priorities.
MB-20	ODA is not providing funding and has no approval responsibilities for this project. See the response for comment MB - 7 regarding possible <i>ConnectOregon</i> grant funding. See also response to comments MB - 4 and MB - 6 regarding the source of funds for airport improvements and the consistency of such funding with national priorities.
MB-21	As noted in response to comment MB - 7, aviation generates nearly 95,000 jobs and contributes over \$8 billion to the State's economy. In recognition of the importance of air transportation to the State's economy, the State of Oregon allocates funds for the maintenance and improvement of the State's airports. See also response to comments MB - 4 and MB - 6 regarding the source of funds for airport improvements and the consistency of such funding with national priorities.
MB-22	This recommendation is outside the authority of the FAA and the Port. The agencies are required to make all aviation facilities available to all aviation users. Please see the response to comment MB - 3.
MB-23	As noted in response to comment MB - 4, taxes on aviation fuel are established by Congress. Neither the FAA nor the Port have the authority to use fuel taxes on non-aviation related programs.
MB-24	As noted in response to comment MB - 3, the Port of Portland is required to make aviation facilities available to all users. The Port is not able to prohibit flight training at HIO. In addition, such a prohibition would be contrary to the purpose of a reliever airport. The response to comment MB - 3 further describes the importance of reliever airports such as HIO to the national air transportation system. Aircraft operations at HIO are conducted in accordance with established procedures and safety is a primary concern for the FAA, the Port, and operators. In addition, these operations do not generate significant levels of noise beyond the boundaries of HIO.

#### 4. Darwin Engwer, November 10, 2009, Written Comments Submitted at Public Hearing

##### Share Your Comments on Proposed Parallel Runway at HIO

The Port has completed a draft environmental assessment of a new parallel runway at Hillsboro Airport. What concerns or comments do you have about the proposed new runway? \_\_\_\_\_

1. THE EA DOC IS AVAILABLE FOR DOWNLOAD ON THE WEB SITE,  
HOWEVER IT IS ONLY DOWNLOADABLE AS INDIVIDUAL  
CHAPTERS. IT WOULD BE ~~CONVENIENT~~  
CONVENIENT TO BE ABLE TO DOWNLOAD THE ENTIRE  
SET IN A SINGLE ACTION, SAY AS A SINGLE .ZIP FILE.

Name: DARWIN ENGWER  
Address: 5417 NW 150TH PL  
City: PORTLAND State: OR Zip: 97229  
Email: ~~DARWIN~~ daegate-plan@yahoo.com

The Federal Aviation Administration is accepting formal public comments on the draft environmental assessment for the proposed runway from October 8 to November 20, 2009. Instructions on how to share the above comments with FAA are on the reverse side.

Response to Darwin Engwer:

<b>Comment number</b>	<b>Response</b>
DE-1	The Draft EA was provided as multiple files to allow for faster downloading for those with slower computer systems or internet connections. CD-ROMs of the full document or hard copies are available free of charge by contacting the Port.



## 5. Wayne Vanderzanden, November 19, 2009, Written Comments Submitted via mail

November 19, 2009

Ms. Renee Dowlin  
Aviation Environmental Program Manager  
Port of Portland  
P.O. Box 3529  
Portland, OR 97208-3529

To Whom It May Concern,

The Draft Environmental Assessment report is a fraud against the taxpayers of Oregon and if the Port of Portland accepts it without revision, they are also guilty of fraud.

This report states that there are 2.22 acres of wetland that must be mitigated in order for the Port to expand their runways. They are wrong. They did not fully research the issue. Oregon Administrative Rule (OAR) 141-085 regulates wetlands and their mitigation in the event that they must be removed. Under OAR 141-085-0515 it states that if a wetland is artificially created, it is only jurisdictional only it is:

- Equal to or greater than one acre in size
- Created, in part or in whole, in the waters of the State
- Identified in an authorization as a mitigation site

1

This report lists 23 possible wetland sites, and 22 of the sites are less than one acre. None appear to be within the waters of the State and none are identified as prior mitigation sites. There is nothing in the report that shows an effort to determine natural creation of these wetlands. No research was sited to indicate if some, or all, of these small wetlands are artificially created. The entire area north of the Port used to be small farms with barns and pastures, fences and watering facilities, drainage systems, woodlots, etc. As these farms were converted to Port uses, there has been a tremendous amount of cutting and filling of the landscape. None of this land is in its "natural" state. Yet there is no research into the artificial wetland issue. Why?

2

Please do not allow the authors of this report hide behind the Department of State Lands (DSL) report of determination provided in the report. DSL always takes the position that all wetlands in the State are jurisdictional unless the owners prove that they are not. No such evidence was provided.

3

The U.S. Army Corps of Engineers (USACE) identified nearly 30% of presented wetlands as non-jurisdictional by Federal standards, and that was based on the information provided. Possibly more do not qualify if some research was done to investigate their creation.

The authors of the study themselves know that some of the sites were artificially created but did not follow through on the evidence. Note that on page 10 of the Wetland Delineation Report under discussion of hydrology the authors state: "For the most part, this tile system has not been maintained and some tiles may be broken or partially clogged, potentially causing wet spots to form in portions of the site" Yet, in many of the individual wetland descriptions, the only evidence offered as to the existence of the wetland is hydrology, a wet spot. Why did they not understand the artificial generation of those "wetlands"?

Enough of the wetland issue. The entire basis for the Environment assessment is the proposed expansion of the Hillsboro airport. The expansion is deemed necessary because Hillsboro is the busiest general aviation airport in Oregon and it is a "reliever" airport for Portland International airport (PDX). Yet when the data is studied carefully, it is apparent that PDX is losing business. It has nearly 30% less operations than it did 12 years ago. Troutdale airport, another Port facility, is also losing operations. Under these circumstances, it looks like we already have excess airport capacity in the region. Why build more? All of these plans are built on forecasts and little time was spent on other assumptions or other cheaper solutions to the issue, like moving operations to other airports that have excess capacity.

There are many such instances throughout the report. If the wetlands section of this report is an indication of the quality of the entire report, then the entire report is junk and should be trashed. It is not worth the many hundreds of thousands of taxpayer's dollars you spent on it. Please insist on corrections to this report and to the amount of money spent on wetland mitigation. Otherwise citizens may assume that you participated in this fraud. Thank you

Wayne Vanderzanden 5810 SE Woll POND Way Hillsboro, Oregon 97123

Response to Wayne Vanderzanden:

Comment number	Response
WV-1	The wetlands analyses documented in the EA conform to Federal, State and local policies regarding the assessment of impacts. The analyses included wetland delineation using the 1987 <i>Corps of Engineers Wetland Delineation Manual</i> , and information obtained from the delineation was used to complete Jurisdictional Determination forms for both the Corps and DSL. Site visits with both agencies were conducted to confirm these determinations, and each agency issued a finding of which wetlands are under their jurisdiction. All documentation of this process is included in Appendix C.6 of the Draft EA.
WV-2	As noted in response to WV - 1 above, the wetlands analyses documented in the EA conform to Federal, State and local policies regarding the assessment of impacts and reflect Jurisdictional Determinations made by DSL and the Corps.
WV-3	As noted in response to WV - 1 above, the wetlands analyses documented in the EA conform to Federal, State and local policies regarding the assessment of impacts. The Corps and DSL consider artificially created wetlands to be within their jurisdiction if the wetlands meet the appropriate criteria.
WV-4	As noted in response to WV - 1 above, the wetlands analyses documented in the EA conform to Federal, State and local policies regarding the assessment of impacts. The Corps and DSL consider artificially created wetlands to be within their jurisdiction if the wetlands meet the appropriate criteria.
WV-5	See response to comment MB - 3 regarding the benefits of reliever airports to the airport system, the different market areas served by the system's component airports, and the Port's requirement to make facilities at HIO available to all users. Also, the EA examined the alternative of not providing the proposed new runway and associated facilities at HIO and determined that, while congestion and delay at HIO would increase, that increase would not likely result in decreased activity at HIO.

## 6. Susan Barnes, Oregon Department of Fish and Wildlife - Northwest Region, November 20, 2009, Written Comments Submitted via email

**From:** Susan Barnes [mailto:susan.p.barnes@state.or.us]  
**Sent:** Friday, November 20, 2009 5:01 PM  
**To:** Dowlin, Renee  
**Subject:** ODFW comments - Draft EA for Hillsboro Airport's Parallel Runway Project

Renee,

Thank you for inviting ODFW's review of the Draft EA for the Port of Portland's Hillsboro Airport Runway project. ODFW submits the following comments on the Draft EA:

### **Wildlife STP**

1 A Wildlife STP is needed for all wildlife as defined in OAR 635-045. The Port of Portland's existing Wildlife STP (Permit # 084-09) is valid only for Multnomah County and is related to small mammal studies and salvage of specimens at PDX for scientific and educational purposes only.

OAR 635-045

<http://www.dfw.state.or.us/OARs/45.pdf>

Excerpt:

(82) "Wildlife" means for the purposes of scientific taking described in OAR 635-043-0023 through 635-043-0045, wild birds, wild mammals, amphibians and reptiles, including nests, eggs, or young of same.

### **Other Species of Conservation Concern**

2 ODFW recommends consideration of other species and habitats of conservation concern (e.g., State Sensitive Species, Oregon Conservation Strategy) in the impact analysis as well as in mitigation planning.

### **Project Timing**

3 Time project pre-construction and construction activities to prevent / minimize impacts to MBTA and state protected birds and their active nests.

If you have any questions please let me know. Thank you.

Susan Barnes  
NW Region Wildlife Diversity Biologist

ODFW - Northwest Region  
17330 SE Evelyn Street  
Clackamas, OR 97015  
Tel: (971) 673-6010  
Fax: (971) 673-6070  
Email: susan.p.barnes@state.or.us

Response to Susan Barnes, Oregon Department of Fish and Wildlife:

Comment number	Response
ODFW-1	ODFW's comment is correct, text on page 5.9-4 [ <i>Oregon Administrative Rules 635-43-0000 to 0045</i> ], 2nd paragraph, last sentence should be deleted and replaced with "It is not expected that there will be any need for a scientific taking of any species for the proposed project, consequently a Scientific Taking Permit is not required."
ODFW-2	The analysis for the EA included all species that were identified through a search of the Oregon Natural Heritage Information Center (ORNHIC), including sensitive species. Following ODFW's comment, a comparison of the ORNHIC dataset and the ODFW Sensitive Species List and the Oregon Conservation Strategy list for the Willamette Valley ecoregion was made. Only two avian species [Chipping sparrow, Short-eared owl] were identified for the Willamette Valley that did not appear on the ORNHIC list. The Port's wildlife database for HIO [AIRMAN] was then queried for any records of either species ever being observed on the airfield or in the vicinity, and no records were found. No other species were identified on either list that would likely occur in the project area.
ODFW-3	The Port will coordinate the timing of clearing activities to comply with the Migratory Bird Treaty Act. The Port regularly screens construction projects for potential conflicts with the MBTA. Work schedules are routinely phased so as to avoid impacts where possible. Where scheduling flexibility is limited, Port wildlife biologists screen specific project areas for active nesting. If an active nest is found, the Port ensures that the provisions of the MBTA are complied with.

## 7. Blaine Ackley and Francis Beebe, November 24, 2009, Written Comments Submitted via mail

Port of Portland  
P.O. Box 3529  
Portland, Oregon 97208

RE: Proposed Third Runway at Hillsboro Airport

To whom it may concern:

We are opposed to a third runway at Hillsboro because such a development would adversely affect our property value and our quality of life. We live near the approach pattern to the present runway and the air traffic can be loud and distracting. Increased air traffic will affect our quality of life and the value of our property should we wish to sell it. This is not only our opinion but scientific studies document these affects as well.

1 The adverse effect of air traffic noise on property values has been well documented by over 20 different scientific studies. A meta-analysis of those studies found that, "Stated differently, under these same circumstances, a \$200,000 house would sell for \$20,000 to \$24,000 less" (from A meta-analysis of airport noise and hedonic property values: Problems and prospects By Jon P. Nelson, Department of Economics, Pennsylvania State University). A conclusion like the above from a meta-analysis is a very powerful statement because the study considers other valid studies from metropolitan airports around our country.

Therefore, in the face of valid scientific research and in the name of property owners near the Hillsboro airport, we urge you to discontinue study of the third runway option for the Hillsboro Airport.

Sincerely yours,

Response to Blaine Ackley and Francis Beebe:

Comment number	Response
A&B-1	<p>The contours representing significant noise levels (DNL 65+) are entirely located within the boundaries of HIO, and would continue to be on the Airport following development of the proposed third runway. In addition, as noted in the response to comment MB - 11, the proposed project would shift traffic patterns from more densely developed areas to less densely developed areas, thus reducing noise exposure for the majority of local residents.</p> <p>The meta-analysis cited in this comment (Jon P. Nelson, Meta-Analysis of Airport Noise and Hedonic Property Values, Problems and Prospects, Jon P. Nelson, January 2004) is generally consistent with the findings in Mr. Nelson's earlier work, which is reflected in the FAA publication Aviation Noise Effects, March 1985. The studies included in the analysis are based on noise exposure maps prepared by airports. Such maps address noise levels near or above the threshold of "significant" noise exposure. As Mr. Nelson noted in this meta-analysis, noise levels in the vicinity of airports typically range from about 65 to 80 dB. As noted above, such noise levels fall entirely within the Airport boundaries at HIO.</p> <p>Mr. Nelson also notes that background noise levels should also be considered. The August 1992 Federal Interagency Committee on Noise (FICON) report cites the EPA in estimating that noise levels in suburban settings range from DNL 50-55, which would equal or exceed aircraft noise levels in most residential areas surrounding HIO.</p>

8. Miki Barnes letter to USDOT

ARP Correspondence Control Information System

Page 1 of 1



**Control #:** 20091008                      **Other Cntrl #:** S10-091117-004                      **Div:** ARP-1  
**Subject:** Concerned About Treatment at Hearing on Hillsboro Airport EA Third Runway  
**Suspense Date:** 11/25/2009                      **Date Recvd:** 11/17/2009  
**Initials:** CW                      **Ext Date:**  
**From:** Barnes, Miki                      **Corresp. Date:** 11/13/2009  
**Corr Type:** S-10 Control  
**Signature Level:** ARP-1                      **Signed By:**  
**Signed Date:**  
**Status :** 11/17 - sent to APP-400 for action  
**Remarks :**

**Action Office(s) / Distribution :**

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**Action Office/Recipient :** APP-400  
**Date To Div :** 11/17/2009                      **Specialist :**  
**Due Date :** 11/25/2009                      **Fwd By :** Charlene Washington

<http://www.arpcis.org/Control/Record.aspx>

11/17/2009





**Office of the Secretary of Transportation  
Executive Secretariat**

<b>Control number:</b> S10-091117-004	<b>Action office:</b> FAA
<b>Document date:</b> 11/13/2009	<b>Due date:</b>
<b>Writer:</b> Miki Barnes PO Box 838 Banks, OR 97106	
<b>Subject:</b> Concerned About Treatment at Hearing on Hillsboro Airport EA Third Runway	

**Action:** Appropriate Handling

Date	Action	Action by
11/17/2009	Folder Acknowledged for Appropriate Handling.	SALLEN
11/17/2009	Folder Assigned for Appropriate Handling to: ARP-1	SALLEN
11/17/2009	Folder Processed for Appropriate Handling.	AWILLIAMS
11/17/2009	DIST: C1,I1	AWILLIAMS
11/17/2009	Updated Folder Information.	AWILLIAMS
11/17/2009	Work Folder Assigned to FAA.	MPETTIFORD
11/17/2009	Incoming File Uploaded.	MPETTIFORD
11/17/2009	Control Number Created.	MPETTIFORD

Date	Note	Note by
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For more information please contact:  
Archie Battle, [archie.battle@ost.dot.gov](mailto:archie.battle@ost.dot.gov)

**Pettiford, Marie (OST)**

**From:** Miki Barnes [miki@psg.com]  
**Sent:** Friday, November 13, 2009 3:32 PM  
**To:** LaHood, Ray (OST)  
**Subject:** Hillsboro Airport EA Third Runway



EAH10Testimony11  
1009-updated.p...

To: Secretary Ray LaHood

This letter is a record of the treatment I received on November 10, 2009 when I attended an event in Hillsboro, Oregon that was billed as an Open House and Hearing on the Hillsboro Airport third runway draft environmental assessment. It should be noted that this runway is intended to serve primarily general aviation hobbyists and Hillsboro Aviation, a for-profit flight training company - hardly the types of activities that taxpayers should be required to fund.

Having attended a number of hearings in the past offered by various county and city jurisdictions, I expected to be given an opportunity to offer oral public testimony and to listen to the concerns of others in attendance. After all, when an organization expects taxpayers to shell out \$17 million for a project of this magnitude, it is a common courtesy to insure that the people footing the bill have a voice in the process.

In the days leading up to the event I spent many hours researching the issue and preparing my comments. Yet upon my arrival, I was informed that those who wanted to offer verbal testimony were to dictate their concerns to a stenographer located in a corner of the room. In other words there was no public hearing! In fact it now appears that the use of the term "hearing" was simply a public relations gimmick so that an erroneous claim can later be made that a hearing was held and public input was sought.

Deliberately misleading and excluding the public in this way casts suspicion on the entire undertaking. One could reasonably assume that the Port of Portland, the Federal Aviation Administration (FAA), and the Hillsboro Airport Issues Roundtable (HAIR) are not the least bit interested in how their questionable schemes impact the community.

And even more troubling, perhaps they have something nefarious to hide. One might also suspect that their primary goal is to gouge taxpayers to the greatest extent possible in an effort to fund their for-profit self serving business agendas.

Since my only oral testimony option was to dictate my concerns to the stenographer I went to the designated location. I was told that if other people in the room wanted to hear my what I had to say they could follow me to this table. Most unfortunately though, due to the considerable noise generated by the open house, the stenographer had a very difficult time hearing what I had to say. I was eventually told to hold the microphone as close to my face as possible to facilitate the process. Even so, 5 to 10 minutes into my testimony, the Port began a presentation/slide show on the environmental assessment just a few yards from the stenographers table. This, in turn, made it completely impossible for the recorder to hear me. She then suggested that we wait until after Port presentation was completed before resuming.

If I had been fully informed at the outset that there would be no oral testimony, I would not have

S10-091117-004

wasted my evening on people whose primary goal is to exploit rather than serve the public good. The manner in which this event was managed made it abundantly clear that the Port, the FAA, and HAIR have absolutely no interest in responding to valid community concerns.

Thank you for your time and consideration.

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

**Date: November 10, 2009**

**Subject: Hillsboro Airport Environmental Assessment (EA) Testimony**

**From: Miki Barnes**

**Basic Premise of EA Based on Inaccurate and Misleading Data**

To be credible with members of the public it is essential that the information provided in the Hillsboro Airport Parallel Runway 12L/30R Draft Environmental Assessment be accurately and painstakingly researched. Unfortunately this report does not begin to meet this most basic standard. From the outset the rationale in favor of a third runway is based on erroneous data that cannot be substantiated with hard evidence. For example, the first paragraph of the Executive Summary opens with the following:

*Hillsboro Airport (HIO) is the busiest general aviation (GA) in the State of Oregon, and relative to total operations, is the second busiest airport in the state behind Portland International Airport (PDX).*

In fact, Hillsboro Airport has *more* operations than PDX, but, as I will explain, these are mostly private flights that provide no public benefit and as such should not be subsidized by public money.

**Abundance of Capacity at Port Owned and Operated Facilities**

According to the PDX June 2009 fiscal year report (See Exhibit 1 in Supporting Documentation Section), HIO logged 256,304 operations during the 2008-2009 fiscal period, nearly 15,000 more than PDX, the primary commercial airport in the region. Thus HIO, which is less than 1/3 the size of PDX in terms of acreage, now logs more annual operations than any other airport in the entire state.

This same report indicates that during fiscal year 2008-09 the Port of Portland's total operational count, including PDX, Hillsboro, and Troutdale, dropped by 8.3% which equates to over 50,000 operations system wide. At -10.4% with a total of 235,773 annual operations, PDX experienced the steepest decline, more than 27,000 fewer operations than last year, thereby plummeting PDX to a 22-year low. The operational count at PDX peaked in calendar year 1997 at 329,745 annual operations (See Exhibit 2 in Supporting Documentation Section), thus this airport now accommodates 28.5% fewer flights than it did just 12 years ago.

The PDX Monthly Traffic Report for July, August, September, and October 2009 (See Exhibit 3 in supporting Documentation Section) reveals that this pattern of declining usage is continuing into the new fiscal year. PDX has seen a drop each of these months of 12.8%, 12.8%, 12.3%, and 11.9% respectively compared to 2008. The declines at Hillsboro Airport were even more dramatic 15.3% in July, 15.7% in August, 14.6% in

September, and 14.8% in October while Troutdale dropped by 25 to 26% during each of the summer months and by 28% in October.

In fiscal year 2008-2009, Troutdale Airport realized a 9% drop in operations, from 94,572 to 86,105, for a decrease of 8,000. It is noteworthy that more than 30 years ago, there were over twice as many operations out of Troutdale Airport, (173,348 in 1976) than there are now (See Exhibit 4 in Supporting Documentation Section)

Clearly, between PDX and Troutdale there is an excess of capacity at Port of Portland owned and operated facilities. In 2008 there were only 26,892 GA operations logged at PDX down by over 100,000 from 1976 and half as many as in 1985 (See Exhibit 5 in Supporting Documentation Section). This data suggests that Port of Portland predecessors were far more capable and conscientious stewards of existing resources and public monies.

#### **Taxpayer Dollars Wasted on Unnecessary Port of Portland Aviation Projects**

It is curious that despite this 12 year downward spiral, during which takeoffs and landings at PDX *decreased* by more than 94,000 operations, the Port continues to lavish scarce taxpayer funds on this facility. Amy Hsuan, in a 7/25/09 Oregonian article Uncertainty at PDX, reported that PDX is currently pursuing a number of top-dollar expansion projects including "a \$148 million parking garage, \$135.4 million baggage screening system, \$63.5 million runway extension and a \$31.7 million widening of Airport Way." The total cost of these projects alone comes to \$378.6 million - enough to build a school in flood ravaged Vernonia 10 times over. The Port is also paying Delta Airlines \$3.5 million to retain direct flights to Asia and Europe - routes Delta would cancel without the subsidy from the Port of Portland.

In addition, the Oregon Legislature allocated \$6.3 million in state lottery revenues for a runway expansion at PDX - money that could have been devoted to offsetting rising tuition, crowded classrooms, teacher shortages and a host of other problems confronting Oregon's schools. Instead, teachers are directed to take unpaid furlough days and students struggle with inadequate resources.

To promote and justify their spurious projects, the Port has cleverly resorted to feeding the public information on passenger counts rather than actual operations. Due to larger aircraft and more crowded flights, passenger count does not equate with an increase in operations or the need for more and extended runways.

#### **Hillsboro Airport Designated as Reliever, Not Primary, Facility**

The draft EA goes on to explain:

*HIO is a designated reliever airport for PDX. The Federal Aviation Administration (FAA) encourages the development of such high capacity GA airports in major metropolitan areas. These specialized reliever airports provide*

*pilots with safe, efficient, and attractive alternatives to using congested commercial airports...*

But wait just a minute! It appears that the Port and the FAA are engaged in an attempt to intentionally obfuscate the facts. Remember the annual operational count at PDX has now tumbled to 1986-87 levels. If there is congestion at this facility, it would point to alarmingly poor management and administration, particularly since PDX has the capacity for more than twice as many annual operations as it is currently facilitating. The question then is, Why is a reliever GA airport outpacing PDX in terms of annual takeoffs and landings?

HIO caters primarily to the less than 1/5 of 1% of the population who have obtained a private pilots license; those wealthy enough to purchase private jets, fixed wing aircraft, and/or helicopters; those with the financial wherewithal to charter private flights and air taxis; those who can afford to rent, at \$100 or more per hour plus fuel, aircraft for recreational purposes and flight training. Few Main St. Americans, many of whom are struggling to keep food on the table, can afford to fly in and out of Hillsboro Airport. Please note that the price of a new Cessna 350 or 400 exceeds, one to 2 times over, the average amount Oregonians spend to purchase a home, those that can even afford to buy a home that is.

According to Phil Boyer, the President of the Airport Owners and Pilots Association, 95% of the 600,000 registered pilots in this country are men. This small group, which represents 1/5 of 1% of the total US population, is receiving billions of dollars in federal handouts. Meanwhile the other roughly 99.8% of the population (minus the corporate executives and their friends who can afford private flights) that relies on the commercial airlines is being hit with additional fees to check luggage, purchase leg room, and buy food items.

#### **Exorbitant Cost of General Aviation Airports**

An Associated Press Reporter, Bob Porterfield, in a 4/15/07 article, Travelers Taxes Awarded to Small Airports, stated that, "The federal government has taken billions of dollars from the taxes and fees paid by airline passengers every time they fly and awarded it to small airports used mainly by private pilots and globe-trotting corporate executives...Passengers pay as many as six separate taxes and fees on a single airline ticket, adding up to \$104 billion since 1997. "A significant portion of these funds is then distributed to "rural airstrips serving crop-dusters and hobbyists, to executive airports serving corporate jets and exclusive resort destinations."

Not to be outdone, the State of Oregon has lavished even more public money on this select few via the Oregon Department of Aviation (ODA). This agency is essentially a government department devoted to pumping hard-earned taxpayer dollars into the hands of a small well-heeled minority. Since its inception in 2000 thru 2006, the ODA has funneled more than \$66 million into airports across the state. At \$15 million, HIO was

the top recipient. (See Annual Reports at Oregon Department of Aviation website for additional information on this topic).

But this is just the tip of the iceberg as the most recent Hillsboro Airport Master Plan outlines the Port's intent to invest upwards of \$126 million in this facility over a 15-20 year timeframe.

Additional funding allotted by Connect/Oregon was also doled out to the aviation industry. Per former ODA Aviation Director, Dan Clem, in the Oregon Department of Aviation Biennial Report 2006-2008 "The aggregate total of Connect/Oregon funding for aviation is now over \$40M within the past three years." Needless to say the Port of Portland frequently appears with outstretched palms for airport funding throughout the pages of ODA Annual Reports. For the record this same report stated that there are only 5,732 pilots in Oregon, yet this select group receives a lion's share of public transportation dollars.

Many corporations in Oregon which pay a mere \$10 annually in taxes bitterly begrudge efforts by the legislature to raise this amount. In fact, the collective greed and avarice of this sector, in conjunction with their indifference to the public good, is so egregious and extreme that they also feel entitled to require hard working middle Americans to foot the bill for new runways, hangars and related infrastructure on behalf of the few who habitually use the most polluting and gas guzzling form of transportation on the planet. By the way, when was the last time Uncle Sam offered to pave driveways or build garages for the majority of Americans who can only afford to buy or rent cars? The rules of the game are different for those who have the financial wherewithal to own, rent, or charter private fixed wing aircraft, jets, and helicopters. Like Wall St. bankers and corporate CEO's and sadly many of our elected officials, this small minority expect their extravagant life style choices to be underwritten by taxpayers.

#### **Past Forecast Projections Historically Over Estimated**

The second paragraph of the Executive Summary states:

*As the airport sponsor, The Port of Portland (the Port) prepared the 2005 Hillsboro Master Plan, which identified facility improvements to enable the airport to continue serving as an effective GA reliever as activity levels increase.*

It is quite clear from reviewing PDX reports that Port forecasting is often embarrassingly inaccurate. For instance, the PDX Master Plan Summary Report September 2000 stated that by 2010, 347,000 annual operations were expected at PDX (See Exhibit 6 in Supporting Documentation Section). Their prediction over estimated the actual count by 110,000. To put this figure in perspective, the Eugene Airport, Mahlon Sweet Field, touted as the second largest commercial airport in the state, logged 78,480 total operations in 2008. This would indicate that PDX presently has more than enough capacity to accommodate a mid-sized commercial airport within its current boundaries.



It is worth noting that the Port offers financial incentives to make it appear that Hillsboro Airport is beyond capacity. The Port of Portland Landing Report Form lists landing fees at various Port owned and operated airports. The rate per 1000 lbs at PDX is \$3.49 while at Hillsboro it is \$2.79 (See Exhibit 7 in the Supporting Documentation Section). Clearly, a pilot interested in saving money is more likely to land at Hillsboro. In order to remedy this imbalanced situation and to more effectively and responsibly use existing resources it would make sense to lure flights to PDX by substantially lowering the landing fee.

Another incentive would involve starting a cash for clunkers program for general aviation which accounts for 75% of the air traffic in this country. After all, the fuel burned by the affluent few who can afford to fly in gas guzzling corporate and chartered jets, fixed wing aircraft, helicopters, and air taxis make the deservedly maligned hummers, SUV's, and monster trucks look like fuel efficient economy cars. The reduction in noise and toxic emissions would be a boon to the environment and livability. In addition we could save billions nationwide by curtailing spending on extravagant and unnecessary airport expansions such as the current proposal to add a third runway at the Hillsboro Airport. In return for their trade-ins we could generously offer high end bicycles, free of charge of course.

#### **Environmental and Noise Impacts**

It is also troubling that the Environmental Assessment maintains that this facility, which logs close to a quarter of a million annual operations, has no significant environmental impact. This assertion is nothing short of astonishing, especially in light of the fact there are now more annual operations at Hillsboro than at PDX or any other airport in the entire state of Oregon. The intent is obviously to downplay the noise, pollution, safety and security impacts of aviation activity.

As a motorist and an individual citizen, I am frequently told that changes I make in my personal life such as reducing automobile usage, altering travel plans, walking, bicycling, carpooling, and using public transportation can go a long way towards preserving the environment and minimizing the effects of global warming. The same message should be extended to the aviation sector. Rather than expanding airports we should be turning our collective attention to far more environmentally conscious modes of transportations such as high speed rail.

It is worth noting that each of the Portland Community College Aviation Sciences student pilots, most of whom fly out of Hillsboro Airport, is required to accrue 270 flight hours for licensure. This translates into more than 11 days of noise per student. Two hundred students in the program will collectively generate over 6.2 years of noise over the course of their taxpayer subsidized studies. In addition gas guzzling aviation activity spews a host of pollutants into the environment including lead, benzene, carbon monoxide and carbon dioxide.



### Takings and Eminent Domain

A second point of contention is the expansion of the HIO overlay zone, which is an expansion of the airport boundary. This is of grave concern especially in light of the Port's statutory right to exercise eminent domain - a taking of neighboring private properties solely for the purpose of promoting the for-profit aviation business interests of an affluent few. This self serving group of aviation business industry advocates and politicians feel entitled to exploit the populace purely for private economic gain. Their publicly funded expansion plans reveal a disdainful attitude towards the community, indifference to the environment, an assault on livability, and an affront to taxpayers who are footing the bill.

### Closing Remarks

In light of the foregoing data, I would like to know how you can justify funneling millions of hard earned taxpayer dollars into adding a third runway at Hillsboro Airport? The figures provided here suggest that the public is being deliberately deceived and misled by the Port of Portland and the Hillsboro Airport Issues Roundtable as well as by the various government jurisdictions that have signed on to what can best be described as a "pork barrel scam." In fact, the entire scheme amounts to the same kind of pro-corporate politicking, irresponsible governance, and disregard for the greater good that has justifiably outraged Main Street Americans across this land.

### Recommendations

- Given the abundance of capacity at both PDX and Troutdale and out of respect for the hard working taxpayers, I strongly urge a No Action Alternative at Hillsboro Airport. There is no credible evidence justifying a need for a third runway at this facility.
- Place a moratorium on all airport expansions at Port of Portland aviation facilities. The money currently earmarked for these unnecessary extravagances can be put to far better use. No additional federal or state dollars should be released to the Port of Portland until it can demonstrate a respect for the greater good.
- A 2/6/09 Oregonian PDX Green column, suggested that Washington County Commissioner Tom Brian and State Senator Bruce Starr deserve admiration for encouraging people to drive less so as to save on overworked infrastructure. I urge them along with all of our elected representatives to extend this same message to aviation infrastructure. By decreasing unnecessary general aviation flights we can preserve existing infrastructure and avoid costly airport expansions.
- The State lottery dollars directed towards PDX and Hillsboro Airport through Connect Oregon I and II should be immediately rerouted to education in an effort to decrease class size, lower tuition, and support basic core classes as well as arts and music in the schools.

- The lavish and wasteful FAA dollars earmarked for Port of Portland expansion projects should be devoted to the far less polluting high speed rail option.
- Establish a citizen oversight committee to oversee all Port of Portland aviation activities. The Port has a responsibility to use public monies wisely and to protect the environment for future generations. Instead it all too often misleads and deceives the public in an effort to generate profits for the aviation industry. This is a flagrant violation of the public trust.
- Since its inception in 2000, the Oregon Department of Aviation (ODA) has funneled well over \$66 million into the aviation industry, a substantial portion of which came from federal tax dollars. ODA also receives significant sums of money from the Oregon Department of Transportation. The ODA should be folded back in to the Oregon Department of Transportation in an effort to develop a comprehensive transportation system that serves the greater good.
- Governor Kulongoski is charged with the task of appointing board members to Port of Portland Board of Commissioners and to the Board of the Oregon Department of Aviation. In addition he is responsible for approving the budget of the ODA thus he must bear full responsibility for his complicity in promoting out of control and unnecessary aviation spending not only at Port of Portland facilities but at airports around the state. It is incumbent upon the Governor to rein in the aviation industry. A substantial portion of the monies currently earmarked for aviation should be redirected towards high speed rail and environmentally sustainable transportation alternatives that provide protection for urban and rural communities from the negative impacts of aviation.
- Commence a public relations campaign with a clear message that the enduring well being of the earth and its inhabitants is of far greater importance than establishing a playground, at public expense, for the rich. The campaign should discourage all inessential flight activity in the same way that the regional government, Metro, discourages auto travel by encouraging people to walk, bicycle, car pool, or use public transportation so as to reduce pollution and carbon dioxide emissions.
- Levy a steep fuel tax on all general aviation flights based on miles flown. The monies accrued in this way should then be devoted to a general fund account designed to offset cuts to education, health care, the social services as well as to alternative forms of transportation that decrease reliance on foreign energy.
- Ban all flight training in Washington County. No community or homeowner should be subjected to inexperienced pilots flying relentlessly over their homes and neighborhoods.

- Disband the Hillsboro Airport Issues Roundtable (HAIR). Replace it with a citizen committee composed of members chosen by Citizen Participation Organizations, Home Owners Groups, and environmental organizations. Many of HAIR's current members have strong ties to the aviation community and expect to benefit either personally or economically by promoting spurious and unnecessary expansion plans. This represents a major conflict of interest that clearly interferes with their ability to treat the public in a respectful manner and to arrive at decisions that serve the greater good.

Thank you for your time and consideration.

# SUPPORTING DOCUMENTATION

**PORTLAND INTERNATIONAL AIRPORT (PDX)**  
**Monthly Traffic Report**  
 June, 2009: Fiscal Year Report

	This Month			Fiscal Year to Date		
	2009	2008	% Chg	2009	2008	% Chg
<b>Total PDX Flight Operations *</b>	<b>19,920</b>	<b>22,983</b>	<b>-13.3%</b>	<b>235,773</b>	<b>263,101</b>	<b>-10.4%</b>
Military	434	364	13.2%	4,181	3,336	25.2%
General Aviation	1,911	2,812	-32.0%	23,521	35,892	-16.4%
Hillsboro Airport Operations	12,433	25,992	-52.0%	241,313	256,104	-5.8%
Trousdale Airport Operations	6,202	11,335	-44.5%	86,135	94,572	-8.9%
<b>Total System Operations</b>	<b>45,660</b>	<b>61,340</b>	<b>-25.6%</b>	<b>563,131</b>	<b>642,977</b>	<b>-8.3%</b>
<b>PDX Commercial Flight Operations **</b>	<b>16,066</b>	<b>18,050</b>	<b>-11.5%</b>	<b>193,712</b>	<b>223,502</b>	<b>-13.3%</b>
Cargo	2,270	2,418	-6.1%	27,478	22,216	23.8%
Charter	8	4	100.0%	4	88	-95.0%
Major	6,578	8,176	-19.5%	82,900	95,598	-13.3%
National	350	412	-17.6%	4,576	4,262	4.4%
Regional	6,850	7,810	-12.6%	78,892	91,318	-13.6%
Domestic	15,518	18,164	-14.6%	186,164	215,546	-12.7%
International	548	686	-20.1%	5,548	7,956	-30.2%
<b>Total Enplaned &amp; Deplaned Passengers</b>	<b>1,219,224</b>	<b>1,370,868</b>	<b>-11.1%</b>	<b>13,201,955</b>	<b>14,895,065</b>	<b>-10.7%</b>
Charter	557	250	111.3%	4,918	8,324	-25.7%
Major	811,042	964,814	-15.6%	9,190,807	10,766,070	-13.0%
National	58,172	57,673	1.0%	618,693	662,374	-7.2%
Regional	348,153	348,231	0.0%	3,492,001	3,661,348	-4.6%
Total Enplaned Passengers	610,003	689,692	-11.6%	6,654,326	7,441,917	-10.7%
Total Deplaned Passengers	609,221	681,176	-10.7%	6,647,629	7,446,148	-10.7%
Total Domestic Passengers	1,173,024	1,309,155	-10.4%	12,774,571	14,776,582	-10.5%
Total Enplaned Passengers	585,902	657,718	-10.9%	6,493,569	7,138,993	-10.5%
Total Deplaned Passengers	587,122	651,638	-10.9%	6,483,452	7,139,589	-10.5%
Total International Passengers	46,200	61,712	-24.9%	526,984	621,503	-15.2%
Total Enplaned Passengers	24,101	31,774	-23.9%	262,557	310,924	-15.6%
Total Deplaned Passengers	22,099	30,138	-26.4%	264,427	310,579	-14.9%
<b>Total Enplaned &amp; Deplaned Air Freight (Tons) #</b>	<b>13,429</b>	<b>19,117</b>	<b>-29.3%</b>	<b>104,485</b>	<b>157,319</b>	<b>-33.6%</b>
Total Enplaned Air Freight	7,736	9,618	-19.6%	102,578	128,389	-20.1%
Total Deplaned Air Freight	7,693	9,498	-19.0%	101,907	128,930	-21.0%
Total Domestic Air Freight	10,684	17,985	-40.3%	154,256	243,821	-36.3%
Total Enplaned Air Freight	7,566	8,979	-16.4%	96,603	120,515	-19.8%
Total Deplaned Air Freight	7,523	8,906	-16.2%	97,653	123,316	-20.8%
Total International Air Freight	320	1,132	-71.3%	10,229	13,488	-24.2%
Total Enplaned Air Freight	310	640	-51.4%	5,975	7,874	-24.1%
Total Deplaned Air Freight	240	492	-50.5%	4,254	5,614	-24.2%
<b>Total Enplaned &amp; Deplaned Air Mail (Tons) #</b>	<b>352</b>	<b>771</b>	<b>-54.3%</b>	<b>7,128</b>	<b>7,981</b>	<b>-10.7%</b>
Total Enplaned Mail	81	293	-72.4%	7,679	3,378	13.5%
Total Deplaned Mail	271	478	-43.3%	4,210	4,603	-8.7%

\* Reported by FAA  
 \*\* Reported by the airlines  
 # Columns may not add due to rounding

Exhibit 1

PORTLAND INTERNATIONAL AIRPORT  
(PDX)

-1.2% Decrease Year-to-Date

## TOTAL OPERATIONS

Through December, 1999

	1994	1995	1996	1997	1998	1999
JANUARY	21,760	23,637	23,047	25,404	24,808	24,746
FEBRUARY	19,415	21,797	23,424	24,547	23,043	22,807
MARCH	23,866	25,554	25,553	26,750	26,142	26,697
APRIL	22,342	24,385	24,315	27,618	27,059	26,764
MAY	23,173	25,746	25,878	29,088	26,792	27,273
JUNE	23,867	27,381	26,271	29,021	27,827	27,789
JULY	25,593	27,625	28,604	30,685	30,799	29,251
AUGUST	26,992	28,101	29,754	30,455	31,671	29,804
SEPTEMBER	24,709	25,352	26,693	28,003	29,332	27,602
OCTOBER	24,875	25,282	27,274	26,337	28,238	27,232
NOVEMBER	22,976	23,298	24,633	25,213	25,653	25,327
DECEMBER	24,356	23,845	24,178	26,624	25,895	27,155
CALENDAR YEAR TOTAL	283,924	302,003	309,624	329,745	326,259	322,447

*Exhibit 2*

Miki Barnes Testimony, HFD Environmental Assessment

**PORTLAND INTERNATIONAL AIRPORT (PDX)**  
**Monthly Traffic Report**  
**July, 2009**

	This Month			Calendar Year to Date		
	2009	2008	%Chg	2009	2008	%Chg
<b>Total PDX Flight Operations *</b>	<b>21,099</b>	<b>23,831</b>	<b>-11.5%</b>	<b>132,630</b>	<b>152,161</b>	<b>-12.8%</b>
Military	563	447	64.1%	2,545	2,201	15.6%
General Aviation	2,710	2,777	-2.4%	12,490	15,330	19.8%
Hillsboro Airport Operations	22,439	20,365	23.9%	118,441	163,407	-15.3%
Troutdale Airport Operations	5,862	12,212	-43.8%	45,494	60,792	25.2%
<b>Total System Operations</b>	<b>50,302</b>	<b>65,408</b>	<b>-23.1%</b>	<b>316,555</b>	<b>376,360</b>	<b>15.9%</b>
<b>PDX Commercial Flight Operations **</b>	<b>16,828</b>	<b>19,448</b>	<b>-13.5%</b>	<b>108,270</b>	<b>128,870</b>	<b>-16.0%</b>
Cargo	2,344	2,456	-0.9%	15,558	16,002	-3.6%
Charter	12	4	200.0%	54	44	22.7%
Major	6,838	8,644	-20.4%	44,910	54,378	17.4%
National	372	426	-12.7%	2,246	2,636	14.8%
Regional	7,162	7,908	-9.4%	45,502	53,810	15.4%
Domestic	16,248	18,682	-13.1%	105,186	124,028	15.2%
International	590	766	-23.0%	3,084	4,842	36.3%
<b>Total Enplaned &amp; Deplaned Passengers</b>	<b>1,326,163</b>	<b>1,443,437</b>	<b>-8.1%</b>	<b>7,443,158</b>	<b>8,557,711</b>	<b>-13.0%</b>
Charter	213	266	-19.9%	3,560	3,271	8.8%
Major	892,375	1,026,796	-12.6%	5,036,196	5,937,081	15.2%
National	60,399	58,824	3.2%	352,010	391,042	-10.2%
Regional	367,676	357,833	2.8%	2,051,192	2,224,417	7.8%
Total Enplaned Passengers	655,365	712,231	-8.0%	3,711,399	4,263,063	-13.0%
Total Deplaned Passengers	670,855	731,196	-8.1%	3,731,759	4,292,648	-13.1%
Total Domestic Passengers	1,275,064	1,377,255	-7.4%	7,173,048	8,171,333	-12.2%
Total Enplaned Passengers	670,144	681,779	-2.5%	3,574,850	4,074,117	-12.3%
Total Deplaned Passengers	689,820	695,956	-1.7%	3,596,199	4,097,731	-12.2%
Total International Passengers	50,199	66,182	-24.2%	270,110	386,378	30.1%
Total Enplaned Passengers	25,164	30,947	-18.7%	136,549	190,951	28.5%
Total Deplaned Passengers	25,035	35,235	-29.0%	133,561	195,427	31.7%
<b>Total Enplaned &amp; Deplaned Air Freight (Tons) #</b>	<b>15,868</b>	<b>20,040</b>	<b>-20.8%</b>	<b>107,596</b>	<b>141,951</b>	<b>-24.2%</b>
Total Enplaned Air Freight	8,028	10,053	-20.1%	54,273	71,646	24.2%
Total Deplaned Air Freight	7,840	9,987	-21.5%	53,323	70,305	24.2%
Total Domestic Air Freight	15,072	18,665	-19.2%	103,215	134,024	23.0%
Total Enplaned Air Freight	7,538	9,197	-18.0%	51,713	67,054	22.9%
Total Deplaned Air Freight	7,534	9,468	-20.4%	51,507	66,970	23.1%
Total International Air Freight	796	1,375	-42.1%	4,381	7,927	44.7%
Total Enplaned Air Freight	490	896	-42.6%	2,560	4,592	44.3%
Total Deplaned Air Freight	306	510	-41.0%	1,821	3,335	45.4%
<b>Total Enplaned &amp; Deplaned Air Mail (Tons) #</b>	<b>404</b>	<b>724</b>	<b>-44.2%</b>	<b>3,282</b>	<b>4,999</b>	<b>-34.3%</b>
Total Enplaned Mail	93	291	-68.0%	1,154	2,005	42.5%
Total Deplaned Mail	311	433	-28.2%	2,128	2,994	28.9%

\* Reported by FAA

\*\* Reported by the airlines

# Columns may not add due to rounding

*Exhibit 3 - Page 1*

**PORTLAND INTERNATIONAL AIRPORT (PDX)**  
**Monthly Traffic Report**  
 August, 2009

	This Month			Calendar Year to Date		
	2009	2008	%Chg	2009	2008	%Chg
<b>Total PDX Flight Operations *</b>	<b>20,518</b>	<b>23,458</b>	<b>-12.5%</b>	<b>153,148</b>	<b>175,619</b>	<b>-12.8%</b>
Military	627	596	28.0%	2,974	2,797	6.3%
General Aviation	2,091	2,680	-22.4%	14,173	18,010	-20.2%
Hillsboro Airport Operations	20,068	24,518	-18.1%	158,099	187,925	-15.9%
Troutdale Airport Operations	6,783	9,795	-30.7%	52,276	70,577	-25.9%
Total System Operations	27,368	37,761	-28.0%	210,323	258,502	-18.2%
<b>PDX Commercial Flight Operations **</b>	<b>16,448</b>	<b>19,084</b>	<b>-13.8%</b>	<b>124,718</b>	<b>147,954</b>	<b>-15.7%</b>
Cargo	2,543	2,468	8.8%	17,610	20,470	-13.0%
Charter	4	0		56	44	31.8%
Major	6,788	8,452	-19.7%	51,098	62,670	-17.7%
National	372	424	-12.3%	2,618	3,060	-14.4%
Regional	7,022	7,740	-9.1%	52,534	61,550	-14.6%
Domestic	16,154	18,352	-11.9%	121,340	142,360	-14.8%
International	294	732	-60.9%	3,378	5,594	-39.6%
<b>Total Enplaned &amp; Deplaned Passengers</b>	<b>1,299,478</b>	<b>1,433,616</b>	<b>-9.4%</b>	<b>8,742,636</b>	<b>9,991,327</b>	<b>-12.5%</b>
Charter	781	0		3,841	3,271	17.4%
Major	887,376	1,017,807	-13.3%	5,918,522	6,955,783	-14.9%
National	61,711	62,047	-1.3%	413,731	454,539	-9.0%
Regional	35,160	35,317	-0.5%	2,406,552	2,577,734	-6.6%
Total Enplaned Passengers	655,761	716,451	-8.5%	4,367,180	4,981,517	-12.3%
Total Deplaned Passengers	643,697	717,165	-10.7%	4,375,456	5,009,810	-12.7%
Total Domestic Passengers	1,295,571	1,426,154	-9.8%	8,416,571	9,517,187	-11.7%
Total Enplaned Passengers	628,730	684,255	-8.9%	4,203,580	4,757,367	-11.6%
Total Deplaned Passengers	616,741	682,899	-9.7%	4,211,091	4,780,170	-11.8%
Total International Passengers	51,907	107,462	-50.8%	324,065	484,140	-33.1%
Total Enplaned Passengers	27,031	32,197	-15.5%	163,600	274,150	-40.0%
Total Deplaned Passengers	24,876	75,265	-67.5%	160,465	210,000	-23.6%
<b>Total Enplaned &amp; Deplaned Air Freight (Tons) #</b>	<b>14,940</b>	<b>19,534</b>	<b>-23.5%</b>	<b>122,536</b>	<b>161,485</b>	<b>-24.1%</b>
Total Enplaned Air Freight	7,601	9,849	-22.8%	61,874	81,495	-24.1%
Total Deplaned Air Freight	7,339	9,685	-24.7%	60,662	79,990	-24.2%
Total Domestic Air Freight	14,178	18,277	-22.4%	117,393	152,301	-22.9%
Total Enplaned Air Freight	7,154	9,077	-21.2%	58,867	76,131	-22.7%
Total Deplaned Air Freight	7,024	9,200	-23.2%	58,526	76,170	-23.2%
Total International Air Freight	762	1,257	-39.4%	5,143	9,184	-44.0%
Total Enplaned Air Freight	447	772	-42.1%	3,007	5,364	-43.9%
Total Deplaned Air Freight	315	485	-35.1%	2,136	3,820	-44.1%
<b>Total Enplaned &amp; Deplaned Air Mail (Tons) #</b>	<b>496</b>	<b>516</b>	<b>-3.9%</b>	<b>3,778</b>	<b>5,515</b>	<b>-31.5%</b>
Total Enplaned Mail	198	222	-10.8%	1,352	2,210	-39.3%
Total Deplaned Mail	298	294	1.3%	2,426	3,305	-26.3%

\* Reported by FAA  
 \*\* Reported by the airlines  
 # Columns may not add due to rounding

*Exhibit 3 - page 2*



**PORTLAND INTERNATIONAL AIRPORT (PDX)**  
**Monthly Traffic Report**  
**September, 2009**

	This Month			Calendar Year to Date		
	2009	2008	%Chg	2009	2008	%Chg
<b>Total PDX Flight Operations *</b>	<b>18,858</b>	<b>20,616</b>	<b>-8.5%</b>	<b>172,006</b>	<b>196,235</b>	<b>-12.3%</b>
Military	352	332	6.0%	3,326	3,129	6.3%
General Aviation	1,999	2,352	-15.2%	16,372	20,367	-19.6%
Hillsboro Airport Operations	18,633	19,529	-4.6%	177,132	207,451	-14.6%
Troutdale Airport Operations	5,503	2,546	37.1%	57,794	78,123	-26.0%
<b>Total System Operations</b>	<b>47,994</b>	<b>47,688</b>	<b>-0.8%</b>	<b>406,917</b>	<b>481,809</b>	<b>-15.5%</b>
<b>PDX Commercial Flight Operations **</b>	<b>15,128</b>	<b>16,726</b>	<b>-9.6%</b>	<b>139,846</b>	<b>164,680</b>	<b>-15.1%</b>
Cargo	2,378	2,786	-0.3%	20,058	27,756	-11.7%
Charter	4	4	100.0%	66	48	37.5%
Major	6,199	7,110	-15.6%	57,806	70,140	-17.5%
National	364	352	3.4%	2,982	3,112	-12.6%
Regional	6,710	6,774	-6.8%	58,644	68,324	-13.9%
Domestic	14,604	16,088	-9.2%	135,944	158,348	-14.2%
International	524	638	-17.9%	3,902	6,232	-37.4%
<b>Total Enplaned &amp; Deplaned Passengers</b>	<b>1,079,443</b>	<b>1,149,412</b>	<b>-6.1%</b>	<b>9,822,079</b>	<b>11,140,729</b>	<b>-11.8%</b>
Charter	540	260	107.7%	4,381	3,531	23.1%
Major	721,691	801,990	-9.7%	6,615,213	7,760,773	-14.4%
National	57,311	57,656	8.6%	471,047	507,195	-7.1%
Regional	294,901	291,506	1.2%	2,701,453	2,869,240	-5.8%
Total Enplaned Passengers	547,623	574,244	-6.4%	4,909,803	5,560,761	-11.2%
Total Deplaned Passengers	536,620	570,168	-5.8%	4,912,276	5,579,976	-12.0%
Total Domestic Passengers	1,010,701	1,092,502	-4.7%	9,459,272	10,629,989	-11.0%
Total Enplaned Passengers	522,982	550,614	-6.0%	4,726,562	5,307,981	-11.0%
Total Deplaned Passengers	517,719	541,888	-4.5%	4,732,710	5,322,008	-11.1%
Total International Passengers	38,742	56,910	-31.9%	362,807	510,750	-29.0%
Total Enplaned Passengers	19,641	28,630	-11.5%	183,741	252,780	-27.5%
Total Deplaned Passengers	19,101	28,280	-22.5%	179,566	257,970	-30.4%
<b>Total Enplaned &amp; Deplaned Air Freight (Tons) #</b>	<b>15,735</b>	<b>18,284</b>	<b>-13.9%</b>	<b>138,271</b>	<b>179,769</b>	<b>-23.1%</b>
Total Enplaned Air Freight	7,974	9,245	-13.8%	69,849	90,744	-23.0%
Total Deplaned Air Freight	7,761	9,039	-14.1%	68,422	89,025	-23.1%
Total Domestic Air Freight	11,196	12,157	-11.4%	112,584	160,453	-21.8%
Total Enplaned Air Freight	7,601	8,624	-11.2%	66,528	84,755	-21.5%
Total Deplaned Air Freight	7,579	8,578	-11.7%	66,055	84,698	-22.0%
Total International Air Freight	545	1,144	-51.9%	5,688	10,316	-44.9%
Total Enplaned Air Freight	313	625	-49.5%	3,320	5,989	-44.6%
Total Deplaned Air Freight	232	507	-54.2%	2,368	4,327	-45.3%
<b>Total Enplaned &amp; Deplaned Air Mail (Tons) #</b>	<b>630</b>	<b>660</b>	<b>-4.5%</b>	<b>4,408</b>	<b>6,175</b>	<b>-28.6%</b>
Total Enplaned Mail	278	280	0.7%	1,630	2,510	-35.1%
Total Deplaned Mail	352	380	-7.4%	2,778	3,665	-24.2%

\* Reported by FAA

\*\* Reported by the airlines

# Columns may not add due to rounding

*Exhibit 3 - page 3*

**PORTLAND INTERNATIONAL AIRPORT (PDX)**  
**Monthly Traffic Report**  
**October, 2009**

	This Month			Calendar Year to Date		
	2009	2008	%Chg	2009	2008	%Chg
<b>Total PDX Flight Operations *</b>	<b>18,871</b>	<b>20,419</b>	<b>-7.6%</b>	<b>190,877</b>	<b>216,654</b>	<b>-11.9%</b>
Military	777	897	-13.0%	3,598	3,526	2.0%
General Aviation	1,666	2,111	-21.1%	18,028	22,478	-19.8%
Hillsboro Airport Operations	18,179	21,847	-16.8%	195,311	229,298	-14.8%
Trousdale Airport Operations	3,552	8,460	-46.2%	62,231	86,583	-28.0%
<b>Total System Operations</b>	<b>41,602</b>	<b>50,226</b>	<b>-18.0%</b>	<b>448,519</b>	<b>532,535</b>	<b>-15.8%</b>
<b>PDX Commercial Flight Operations **</b>	<b>15,440</b>	<b>16,912</b>	<b>-8.7%</b>	<b>155,286</b>	<b>181,592</b>	<b>-14.5%</b>
Cargo	2,404	2,616	-8.1%	27,692	25,372	11.4%
Charter	8	4	100.0%	71	52	42.3%
Major	5,226	5,340	-1.5%	64,084	77,490	-17.3%
National	364	372	-2.2%	3,146	2,784	11.6%
Regional	6,444	9,780	-2.1%	65,288	74,904	-12.8%
Domestic	14,974	16,344	-8.7%	150,868	174,792	-12.7%
International	516	568	-9.2%	4,418	6,800	-35.0%
<b>Total Enplaned &amp; Deplaned Passengers</b>	<b>1,056,775</b>	<b>1,128,830</b>	<b>-6.4%</b>	<b>10,878,854</b>	<b>12,269,569</b>	<b>-11.3%</b>
Charter	586	297	104.2%	4,567	1,816	30.1%
Major	708,057	792,580	-10.2%	7,253,270	8,557,151	-14.0%
National	57,566	54,933	4.7%	528,538	562,128	-6.0%
Regional	290,626	281,030	3.4%	2,990,079	4,150,270	-5.0%
Total Enplaned Passengers	579,782	568,874	6.9%	5,435,585	6,129,635	-11.3%
Total Deplaned Passengers	576,993	559,956	5.9%	5,439,269	6,139,934	-11.4%
Total Domestic Passengers	1,025,448	1,083,375	-5.3%	10,484,720	11,713,764	-10.9%
Total Enplaned Passengers	513,910	545,894	-5.9%	5,240,472	5,853,875	-10.5%
Total Deplaned Passengers	511,538	537,481	-4.8%	5,244,748	5,859,489	-10.5%
Total International Passengers	31,327	45,455	-31.1%	394,134	556,205	-29.1%
Total Enplaned Passengers	15,872	22,980	-30.0%	199,111	275,240	-27.8%
Total Deplaned Passengers	15,455	22,475	-31.2%	195,021	280,445	-30.5%
<b>Total Enplaned &amp; Deplaned Air Freight (Tons) #</b>	<b>16,773</b>	<b>19,163</b>	<b>-12.5%</b>	<b>155,044</b>	<b>198,932</b>	<b>-22.1%</b>
Total Enplaned Air Freight	8,708	8,709	-10.2%	70,556	100,444	-21.8%
Total Deplaned Air Freight	8,065	9,452	-14.8%	76,488	98,488	-22.3%
Total Domestic Air Freight	15,638	18,042	-13.0%	146,211	187,495	-20.9%
Total Enplaned Air Freight	7,815	8,092	-3.1%	74,943	93,747	-20.2%
Total Deplaned Air Freight	7,823	9,950	-11.6%	73,604	103,748	-21.2%
Total International Air Freight	1,135	1,121	1.2%	6,823	11,437	-40.3%
Total Enplaned Air Freight	893	708	25.1%	4,213	6,697	-37.1%
Total Deplaned Air Freight	242	413	-41.4%	2,610	4,740	-44.7%
<b>Total Enplaned &amp; Deplaned Air Mail (Tons) #</b>	<b>697</b>	<b>1,162</b>	<b>-40.0%</b>	<b>5,105</b>	<b>7,337</b>	<b>-30.4%</b>
Total Enplaned Mail	298	523	-43.0%	1,978	3,033	-35.4%
Total Deplaned Mail	359	639	-37.6%	3,127	4,304	-26.2%

\* Reported by FAA  
 \*\* Reported by the airlines  
 # Columns may not add due to rounding

*Exhibit 3 - 10/20/09*

A-35

Table A-11  
HISTORICAL AIRCRAFT OPERATIONS AT PORTLAND HILLSBORO AIRPORT  
AND PORTLAND TROUTDALE AIRPORT  
1970-1989

Year	Total Aircraft Operations	
	Portland Hillsboro Airport	Portland Troutdale Airport
1970	88,726	97,519
1975	147,439	171,871
1976	161,261	173,348
1977	205,310	155,679
1978	201,592	142,666
1979	209,573	120,059
1980	171,872	117,611
1981	153,673	102,445
1982	165,738	108,508
1983	160,189	100,811
1984	139,252	66,250
1985	152,374	53,718
1986	177,214	46,423
1987	177,910	42,534
1988	188,566	42,179
1989	212,679	60,418

Sources: Federal Aviation Administration, Portland Hillsboro and Portland Troutdale Airports, Air Traffic Control Tower records.

Source:  
PDX Master Plan Update, April 1993

Exhibit 4

A-32

Table A-10

HISTORICAL AIRCRAFT OPERATIONS AT PORTLAND INTERNATIONAL AIRPORT  
1970-1989

Year <sup>a</sup>	Air carrier	Air taxi/ commuter	General aviation	Military	Total operations
1970	91,540	b	71,794	19,172	182,506
1975	76,548	10,896	85,630	21,111	194,185
1976	77,295	12,790	127,453	11,598	231,136
1977	80,527	10,402	125,421	26,337	242,747
1978	81,271	19,239	107,325	23,796	231,631
1979	77,304	25,250	96,467	21,130	220,151
1980	75,827	27,968	91,865	23,744	219,404
1981	68,748	23,829	31,538	22,489	206,604
1982	62,914	34,281	82,120	25,047	204,362
1983	73,345	31,308	78,231	25,424	208,308
1984	105,151	13,288	67,476	25,222	211,137
1985	119,592	8,512	68,214	23,494	219,812
1986	101,824	32,916	62,895	23,451	221,086
1987	99,625	68,899	61,904	17,792	248,220
1988	96,939	95,258	62,366	16,415	270,978
1989	98,896	91,575	63,769	14,631	270,871

- a. Data for 1970 through 1986 are for fiscal years ended June 30. Data for 1987 through 1989 are for calendar years.  
b. Included with general aviation operations.

Sources: 1970-1986: Federal Aviation Administration, "Air Traffic Activity," fiscal year editions.  
1987-1989: Federal Aviation Administration, Portland International Airport, Air Traffic Control Tower records.

*Source: Portland International Airport  
Master Plan Update April 1993*

*Exhibit 5 - page 5*

A-3:

Air Taxi and Commuter

Air taxi and commuter aircraft operations consist of unscheduled operations of "for hire" air taxis and the scheduled operations of commuter airlines. Before 1972, the FAA included both categories in the general aviation itinerant category.

As shown in Table A-10, the number of air taxi and commuter operations increased from 1975 to 1982 with annual variations. From 1982 to 1985, air taxi and commuter operations decreased substantially, partly because of the use of larger aircraft. From 1985 to 1989, the number of air taxi and commuter operations increased from 8,512 to 93,575, an average increase of 82% per year. Strong growth in air taxi and commuter operations in recent years is related to increased airline commuter service.

General Aviation

General aviation operations include all civil aircraft operations not classified as air carrier or air taxi and commuter operations. The number of general aviation operations increased from 71,794 in 1970 to a high of 127,453 in 1976. General aviation operations at the Airport decreased to a low of 61,904 in 1987. In 1989, there were 63,769 general aviation operations performed at the Airport.

As shown below, itinerant general aviation operations represented 94% of total general aviation operations in 1989; local operations comprised the remaining 6%. (As defined by the FAA, local operations are performed by aircraft that (1) operate in the local traffic pattern or within sight of the Airport, (2) are known to be operating in local practice areas located within a 20-mile radius of the Airport, or (3) execute simulated instrument approaches or low passes at the Airport. Itinerant operations are all aircraft operations other than local operations.)

<u>Operation</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>
Itinerant	57,644	58,431	60,168
Local	<u>4,260</u>	<u>3,935</u>	<u>3,601</u>
Total	61,904	62,366	63,769

*Exhibit 5 - page 2*

A-3:

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<u>Operation</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>
Itinerant	57,644	58,431	60,168
Local	<u>4,260</u>	<u>3,935</u>	<u>3,601</u>
Total	61,904	62,366	63,769

*Exhibit 5 - page 2*



**Airport Master Plan**  
Portland International Airport

Table 3  
SUMMARY OF BASELINE AIRCRAFT OPERATIONS FORECAST  
FOR PORTLAND INTERNATIONAL AIRPORT, 1998 TO 2020

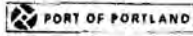
Description	1998 (a)	Baseline Forecast (b)		
		2005	2010	2020
<b>Airline Aircraft Operations (Operations in Thousands)</b>				
Passenger Aircraft Operations				
Major and National	113	134	150	162
Regional and Commuter	97	120	134	150
Subtotal Passenger	210	254	284	348
All-Cargo Aircraft Operations				
Jet/Air Carrier	10	14	17	25
Turboprop/Commuter	22	25	29	38
Subtotal All-Cargo	32	39	46	64
Unscheduled Air Taxi Operations	9	16	17	18
Total Airline Aircraft Operations	252	309	347	430
Average Annual Growth Rate (Percent)		3.0%	2.3%	2.2%
<b>Other Aircraft Operations (Operations in Thousands)</b>				
General Aviation Operations	66	50	47	45
Military Aircraft Operations	9	10	10	10
Total Airport Operations	326	369	404	485
Average Annual Growth Rate (Percent)		1.8%	1.8%	1.8%
<b>Aircraft Operations Summary (Thousands)</b>				
Major and National	123	148	167	217
Regional and Commuter	128	161	180	212
General Aviation	66	50	47	45
Military	9	10	10	10
Total Airport Operations	326	369	404	485

(a) Source: Port of Portland and estimates by PED Aviation from data provided by AirNav.  
(b) Source: Aviation Details Forecast Update, November 4, 1998.

*Exhibit 6*

September 2000

20



Portland International Airport Finance D  
 1000 NE Airport Way Portland, OR 97219  
 Telephone: 503 460 4174 Fax: 503 345-5  
 Email: 61717@portlandia

**Landing Report Form**

(Rates effective July 2009 through June 2010)

**Location (Please fill out separate reports for separate locations)**

PDX - Portland International Airport      Month: 2009/2010

HIO - Portland Hillsboro Airport

TTD - Portland Troutdale Airport

**Contact Information:**

Owner or Operator Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Report completed by: \_\_\_\_\_ Email: \_\_\_\_\_

**Commercial Aircraft (1)**

Type of Carrier:  Passenger  Cargo

Aircraft Type (Model)	Number of Landings	MGT W FAA Certified Max Gross and Weight	Total Weight Pounds
<b>Totals</b>			

**Landing Fee Calculation**

	Total Landed Weight Pounds	
PDX Landing Fee Rate Per 1,000 Pounds		\$3.44
HIO Landing Fee Rate Per 1,000 Pounds		\$2.75
TTD Landing Fee Rate Per 1,000 Pounds		\$2.09
<b>Total Landing Fee</b>		

**Footnotes:**

**Definitions:** Pursuant to Ordinance 389-R of the Port of Portland, commercial aircraft and aircraft which have an FAA Certified maximum gross landed weight as determined by the Port of Portland that exceeds 10,000 pounds are required to pay landing fees to the Port of Portland.

(1) **Commercial Aircraft operator or owner** includes any person engaged in the management, in any combination of persons or property for compensation or hire, including but not limited to any person who is considered a Part 121 Operator or Part 135 Operator under the FAA's regulations.

**Payment Terms:** For all operators who operate landings at the airport at least four months, all landing fee payments are due the last day of the month immediately following the month in which the landing occurred. For operators who operate landings less than four months, all landing fees are due and payable before the first day of a month owned, operated, or controlled by the aircraft operator. Any landing fees not paid when due will incur a delinquency charge at the rate of 15% per annum in the maximum rate interest allowed by law, on the date the fees are due until payment in full. Establishment of a time period of delinquency will constitute a waiver of any other remedy available to the Port of Portland for failure to timely pay any landing fees. Landing fees are non-refundable. The maximum amount is to be \$4.

**Penalties:** Pursuant to Ordinance 389-R, any aircraft operator who fails to pay landing fees in full on the due date shall be subject to a fine of up to \$250 per vehicle. Aircraft operators should review Ordinance 389-R for a complete definition of this above text.

*Exhibit 7*

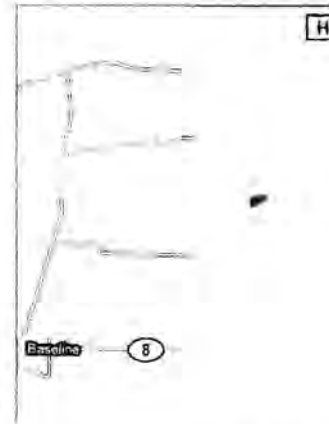


Airport Name	<b>PORTLAND-HILLSBORO</b>	Associated City	<b>PORTLAND</b>
FAA Site	<b>19571.5*A</b>	Location Identifier	<b>HIO</b>
NPIAS Number	<b>41-0025</b>	Hub Type	
Service Level	<b>Reliever Airport for PORTLAND INTL</b>		

*Data Effective Date: 10/22/2009* *Provided By: GCR & Associates, Inc.*

**General Information    Services & Facilities    Based Aircraft & Operations    Runway Information**

CBD to Airport(NM)	<b>15 SW</b>		
County	<b>WASHINGTON</b>		
REG/ADO	<b>ANM SEA</b>		
SECT AERO CHT	<b>SEATTLE</b>		
Ownership	<b>PUBLIC</b>		
Owner	<b>THE PORT OF PORTLAND</b>		
Address	<b>BOX 3529 PORTLAND, OR 97208</b>		
Phone No	<b>503-944-7000</b>		
Manager	<b>STEPHEN M. NAGY</b>		
Address	<b>THE PORT OF PORTLAND, BOX 3529 PORTLAND, OR 97208</b>		
Phone No	<b>503-460-4119</b>		
Attendance Schedule	<b>MONTHS</b>	<b>DAYS</b>	<b>HOURS</b>
	<b>ALL</b>	<b>ALL</b>	<b>0600-2200</b>
Airport Use	<b>PUBLIC</b>		
Airport Latitude:	<b>45-32-26.2000N ESTIMATED</b>		
Airport Longitude:	<b>122-57-00.7000W</b>		
Airport Elevation:	<b>208 SURVEYED</b>		
Acreage	<b>900</b>		
Right Traffic	<b>02, 30</b>		
Non-Commercial Landing Fee	<b>YES</b>		
NPIAS/Federal Agreement	<b>NGY3</b>		
FAR 139 Index			
Last Inspection Date	<b>09/17/2008</b>		



[Open larger map](#)

## 9. FAA response to Miki Barnes

01/07/10 12:35 FAX 503 460 4588  
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U.S. Department  
of Transportation  
Federal Aviation  
Administration

Office of the Associate Administrator  
for Airports

800 Independence Ave., SW.  
Washington, DC 20591

DEC 11 2009

Ms. Miki Barnes  
P.O. Box 838  
Banks, OR 97106

Dear Ms. Barnes:

Secretary LaHood asked me to respond to your November 13 transmittal about Portland-Hillsboro Airport's (HIO) Open House and Hearing held on November 10.

We are very sorry to hear that you felt misled and poorly treated at the public forum. We have forwarded your comments to the Port of Portland. They are now part of the record and will receive full consideration when we evaluate the public remarks. You clearly put a considerable amount of work into your concerns, and we take your efforts seriously as part of this process. Your comments are part of the record that will be weighed in deciding on any future action involving the proposed third runway.

Ms. Renee Dowlin, Aviation Environmental Program Manager of the Port of Portland, says the hearing you attended was similar in both setting and format to several other public events regarding HIO's proposed third runway and the environmental issues involved. However, if we did not meet your expectations as to how we record oral remarks, we again apologize. Despite any difficulties you felt were present during the recording of your comments, the stenographer's equipment picked them up clearly, and they are part of the record as well. We understand that you stayed at the hearing to register your complaint about the process and you should know that you were heard on that point as well.

We hope we have addressed your concerns about oral testimony at the public hearings; we encourage you to continue your participation in the process.

If you have any questions or need additional information, please contact Ms. Renee Dowlin at (503) 460-4566.

I trust this information is helpful.

Sincerely,

Original signed by  
Catherine M. Lang

Catherine M. Lang  
Acting Associate Administrator  
for Airports

cc: Ms. Renee Dowlin