



**MEETING AGENDA**

**Hillsboro Airport Roundtable Exchange**  
**Wednesday February 4, 5:30 – 7:30 p.m.**  
 City of Hillsboro Civic Center, 150 E. Main Street

<b>5:30</b>	Fred Hostetler Steve Nagy, Port of Portland	<b>Welcome</b> <ul style="list-style-type: none"> <li>• Announcements</li> <li>• Approval of previous meeting minutes</li> </ul>
<b>5:40</b>	Steve Nagy, Port of Portland	<b>Hillsboro Airport Mogas Study</b> <ul style="list-style-type: none"> <li>• Presentation on consultant’s work exploring offering mogas at Hillsboro Airport</li> <li>• Discussion of the next steps associated with offering mogas at Hillsboro Airport</li> </ul>
<b>6:20</b>	Rob Schultz, Port of Portland	<b>Hillsboro Airport Financial Overview</b> 10 year historical financial overview of Hillsboro Airport
<b>6:40</b>	Spencer Ford, Federal Aviation Administration	<b>Update on SRM Process for Rwy 13R/31L</b> Update the Safety Risk Management process for implementing operations on the new parallel runway at Hillsboro Airport
<b>7:00</b>	Steve Nagy, Port of Portland	<b>SolarWorld Land Purchase</b> Presentation on the purchase of SolarWorld property
<b>7:10</b>		<b>Break</b> Check in with presenters and ask questions informally
<b>7:20</b>		<b>Public Comment</b>
<b>7:30</b>		<b>Adjourn</b>



**Hillsboro Airport Roundtable Exchange Draft Meeting Minutes  
November 5, 2014: Hillsboro Civic Center, 5:30 p.m. – 7:30 p.m.**

Draft Meeting Summary

MEMBERS PRESENT

Bert Zimmerly	Hillsboro Airport Historian
Bob Braze	Alternate for House District 29 (Jurisdictional)
Bob Flansberg	Alternate for House District 30 (Jurisdictional)
Brian Lockhart	Global Aviation (Airport Business)
Clint Bedwell	FAA (Technical Alternate)
Debbie Raber	City of Hillsboro (Alternate for Mayor Willey)
Fred Hostetler	Citizen (Land owner adjacent to HIO)
Jack Lettieri	Citizen
Ken Dyar	Hillsboro Airport Business Association (Airport Business)
Kimberly Culbertson	CPO 9 (Citizen)
Larry Altree	Portland Community College (Airport Related Business)
Mike Gallagher	Citizen
Rudi Resnick	Alternate for Senate District 15 (Jurisdictional)
Scott Burk	FAA (Technical)
Steve Nagy	Port of Portland

MEMBERS ABSENT

Annette Campista	Latino Business Community
Deanna Palm	Hillsboro Chamber of Commerce (Business)
Henry Oberhelman	CPO 8 (Citizen)
Mike Warrens	Oregon International Airshow
Stephen Roberts	Alternate for Washington County Commission (Jurisdictional)

CURRENT MEMBERSHIP VACANCIES

Citizen  
Environmental group (Citizen)  
Hillsboro Airport Business Association  
Westside Economic Alliance

## SUMMARY

### *Introductions and Welcome*

Brian called the meeting to order at 5:32 p.m. and welcomed everyone to the meeting.

### *Working Group Reporting Status (Fred Hostetler)*

Fred provided information on how the subcommittees will report out to the larger HARE committee. A group of HARE members met to discuss this process. The smaller group will be sending out a proposal to the larger HARE committee to review at the February meeting.

### *Noise Working Group Report (Fred Hostetler)*

Fred reported that the Noise Working Group had identified two main issues that the Port could work on. They were signage on the airfield and the digital ATIS.

The working group has requested some additional signage from the Port. They will be discussing further with the Port possible changes/additions such as larger signage on the gates as people come onto the airfield. The signs would inform pilots flying out of HIO of the Fly Friendly program.

Fred reported out that a request for a digital ATIS has been made to the FAA's Seattle office. The FAA has responded that they don't know timing, but it is on the request list. Mike asked if there was any opportunity for the City or any other elected officials to weigh in on getting an ATIS to help with being successful with the request. Fred said he feels the FAA needs to pay attention to the fact that Hillsboro is a very dense community and pilots need to understand they need to fly a fly friendly route to get into the training patterns. Mike asked that the Port contact the City to provide them with information on how to provide letters of support for the request. Steve said that we could do that, but he wanted the committee to understand that there are lots of divisions at the FAA that are involved and the Port is working their relationships to help show the value of the need for the digital ATIS.

Bob Braze noted he wants to make sure that the working groups are not open ended. He feels like the subcommittees should have a set timeline and end date for when they will report out to the HARE committee.

### *Avgas/Leaded-Fuel Subcommittee Report (Henry Oberhelman)*

There was no report on the Avgas/Leaded-Fuel Subcommittee as Henry was not in attendance.

### *Mogas Study Update at HIO (Steve Nagy)*

Steve provided the committee with an update on the Mogas Study that has been commissioned by the Port at the request of the HARE committee. The study first looked at whether or not there was a demand for unleaded fuel at HIO. After determining there was a demand, then it looked to determine what percentage of aircraft was certified to use the alternate fuel and at what price point those certified aircraft owners would be willing to purchase the alternate fuel. The consultant for the study sent out more than 5,000 surveys to pilots registered in the state of Oregon. The response rate was about 6%.

The schedule is to have a draft report to the lead subcommittee in the middle of November and then the draft report will be provided at the next subcommittee meeting. It will then be brought to the larger committee for a report out.

Brian asked if any of the existing FBOs have expressed interest in providing the alternative fuel. Steve said there has been interest, but there is a desire from folks to see if there is an actual demand for the product. Mike said that he is concerned that there isn't going to be a demand for a product that isn't available. He said the original goal was to see if there was a fuel that was available. From a policy standpoint, what concerns him are any roadblocks that the Port artificially puts in place. He feels that the Port is obligated to reduce the barriers to allow a business outside the airport if the FBOs are not interested. He asks the Port to be open to have another company provide the fuel.

*Minimum Standards to Fueling at HIO (Steve Nagy)*

Steve reviewed the different possibilities of fuel that are currently available or will be available in the future for replacing leaded fuel. He then explained what the minimum standards are for Hillsboro Airport. The purpose of having Minimum Standards is to provide a level playing field; have fair, equitable and uniform treatment; reduce conflicts; and provide for the orderly development of aeronautical services. The key components are general provisions, FBO standards and SASO standards.

Bob Flansberg said that he ran across an app that shows the cost of aircraft fuel prices across the nation and every airport in the US is available on it. The app is called Av Air.

Bert said that he flew several trips this summer and they stopped several places where they just had one tank and you would just taxi in, throw your credit card in the machine and then you would just fill up your tank and go. He doesn't think that is a major investment. He said there aren't any requirements for an attendant or two storage tanks or anything.

Mike said it looks to him that either of the FBOs that currently sell fuel could acquire a truck just filled with the car gas as they have already met the requirements outlined. He said the Port should draft and outline the absolute minimum that would be required for someone to come in and sell Mogas. He said he thinks that the Port needs to put pressure on the FBOs to make it so that they would be willing to sell the Mogas.

Jack said that he thinks that the committee should wait until the study is done. He said that they weren't even sure if it was available in the Portland metro area. Steve and Fred both confirmed there is fuel available. Rudi said that he moved that the committee vote to wait until the study results are complete before they continue talking about the project.

Steve said that the Port isn't putting the impediments in place and are trying to attract someone who could serve the private market. The Port didn't have to pay for the study, but chose to do so to help bring the product to the market successfully. Jack said that he doesn't

think the Port or HARE should be getting involved in this decision. He doesn't want the Port or the HARE to be responsible if a company fails.

*Parallel Runway Update (Steve Nagy)*

Steve provided an update on the construction of the parallel runway at HIO. The runway has been paved and some of the grading and the seeding of the grass has been done. There are about 60 days of construction left that includes mainly painting and striping. Some of the final things left to do are weather dependent. The earliest opening date would be sometime in January if the weather is perfect. Dependent on the final construction elements, the final pieces would be the FAA's training of their tower controllers and then the FAA concluding their Safety Risk Management (SRM) process for the operation of the parallel runways.

*Parallel Runway Flight Pattern Changes (Clint Bedwell/Scott Burk)*

Clint introduced Scott as the acting Hillsboro Tower manager. Joe Fiala, the previous tower manager and representative on the HARE, has been selected as the new tower manager for the PDX so he will no longer be involved in the HARE committee. Clint gave an overview of how the Safety Risk Management (SRM) process is going with the parallel runway flight pattern changes. He made note that all the flight patterns and images that were included in the presentation were from the 2009 draft EA document.

Kimberly asked with all the changes that are happening with the addition of the parallel runway if having radar would help. Clint responded that radar could help, but it would depend on the type of radar. The type of radar that exists today updates only every seconds. With planes in the type of pattern work at HIO, it would not be effective. It would need a very sophisticated system that would be very expensive. The optimum would be an ASR (Airport Surveillance System)-9. Scott said that the FAA operates in a fiscally constrained environment. There is great radar coverage going into Portland. The west hills obstruct the view of the aircraft over by Hillsboro. Aircraft that are flying 1000' feet or below around HIO do not show on the controller's radar screens at HIO. Scott has been working with a group to see about getting a radar system that could get picked up from the Department of Defense that would benefit Hillsboro, Aurora and McMinnville airports.

Bob Flansberg asked how the tower would be able to accommodate twin engines on the left hand side of the airport. Clint said it is something that they already do. The tower doesn't want smaller aircraft mixing with the larger aircraft to avoid a conflict. Bob said he is trying to figure out where the base is 31-R. A ground reference would be just outside Costco.

Mike said the HARE looked into the radar issue a few years ago because of the movement towards NextGen technology. Scott said it is the focus of the FAA to move towards the NextGen (GPS) technology and to move away from radar. Mike said he hoped with the new runway it would more evenly divide the flight training traffic, but it looks like that because there is going to be two different radio channel frequencies used, it will be difficult for the pilots to switch between the two different runways. Clint said it is possible and they are continuing to work with the flight training instructors.

### *Hillsboro Airport Air Fair Report (Brooke Berglund)*

Brooke provided a report out on the Hillsboro Airport Air Fair that was scheduled for October 25. Unfortunately, weather was a huge issue on the day of the event and caused the event to be shut down early. Even with the poor weather, there were over 400 attendees, which was great. The Port, along with HARE input, will consider moving the date up for 2015 to increase the chances of having better weather.

### *Citizen Positions on the HARE Committee (Brooke Berglund)*

Brooke explained that with the Washington County Citizen Participation Organizations 8 & 9 going into inactive status, the committee needed to vote on whether or not to keep those two slots on the committee. The committee voted to keep Kimberly (CPO 9) and Henry (CPO 8) on the committee in their positions per the recommendation of the CPO per the newsletter attached to the minutes.

### PUBLIC COMMENT

Wayne Vanderzanden said at the last meeting Mike mentioned that he lived close to the neighbors. He said that Mike's neighbors tell him that the coyotes are out there all night long. He said that Steve also mentioned that the drainage system was being replaced. He wants to know what was wrong with the old drainage system. Steve responded that the new drainage system is for the new development at Hillsboro Airport. Wayne asked if Steve would drink the water from the new system. Steve said that it is stormwater and he wouldn't drink water from any stormwater system. Wayne said that the agricultural tiles are better and you can drink from the water. Steve said that one isn't better than the other; it just has a different function. One is better for agricultural purposes and one is for business development. Jack asked that he clarify what Wayne wants the HARE committee to do. Wayne said that the water is polluted and it is going into the stream. He wants to know why we are allowing the polluted water to go in there.

Teresa Zee said that sometimes she sees the helicopters out her window and sometimes they fly outside the patterns. She asked for the Port to please ask them to fly inside their patterns. The Air Show was great, but the jets were not good for the wildlife. She went to the renaissance festival, which was the same day, and there were some falcons there. She said that she heard that one of the falcons got spooked and landed on the trainer's face. Maybe better coordination would be better. When the weather was better, there were helicopters flying over fairways and parks over the golf courses.

Miki Barnes said that the Hillsboro area failed to meet air quality standards for 2012 and 2013. She said that they are blaming the use of wood burning fires and they are telling people not to use their fires. She said she feels like it is actually other things related to the airport instead. She gave some examples of how Hillsboro Airport ranked. She wanted to know what Hillsboro Airport is doing to reduce the impact on air quality in the city. She does appreciate the continued efforts of the AvGas Working Group.

Jensie Paise said that there was a big jet that took off at 2 a.m. and woke her up. She said in San Jose, where she is from, aircraft couldn't take off or land during the evening. Last week, during the day, there were many planes flying over the Jones Farm area. There were so many planes flying over that she couldn't sit outside and talk on her home. She admits that she bought a home knowing that there is an airport close by, but she would appreciate if the Port asked that they fly over areas that are not so populated. Fred asked if it was fixed wing aircraft or helicopter aircraft. Kimberly asked if the problem would be solved if the aircraft flew over 1000'. Scott said that at some point, aircraft have to fly below 1000' in order to land at the airport. Kimberly said that she thinks that the downtown area and Jones Farm area are not experiencing pilots flying fly friendly procedures. She would like to see the pilots using the fly friendly procedures.

Vernon Mock lives on the approach pattern at Hillsboro Airport. When he built his house 54 years ago, the mayor of Hillsboro told him that the airport would stay small, which didn't happen. He said that a few weeks ago there was an aircraft that flew by so loud that the coyotes started howling. He called the noise hotline, as he does quite frequently; he asked what all the jet aircraft were going south. He has 91 fir trees in his yard. The person at the noise hotline told him that there isn't anyone in the tower telling them how to fly. He said that the people in the tower are going south not north and are waking him up early in the morning. He wants to know why the tower isn't telling them to go north, unless there is a wind. He wants to see something done about that. When they are training the Chinese, they are going over his house. The single engines don't bother him that much, the twin engines rev up to make their turn and it's very, very loud. Especially when he has company, it's every three and four minutes. Four minutes apart, sometimes it is more than that. It looks like they are going to run into each other. Something needs to be done about Hillsboro Aviation. They need to be moved to Troutdale or McMinnville where they have agricultural areas, not an area with 100,000 people. Something needs to be done about the frequent flights. Clint responded that there are controllers in the tower at 6 a.m. There is currently a situation in the tower that sometimes requires jets to fly south instead of north. The tower does their best to avoid that pattern when they can. Mike asked that this issue be brought up on the next HARE agenda. Jack said that he wants it offline as there isn't anything that the HARE can do. Clint said he would be happy to bring it back to the next meeting.

Jim Lubischer asked if any of the safety regulations are waived for the air show. Steve said that it should be addressed with the air show as the Port isn't involved. Bob Braze said that the FAA does not waiver safety regulations, but rather there are aircraft flight maneuvers that are waived in association with an airshow. , This issue goes under a memorandum of understanding between the airshow sponsor and the performing pilots and it is done legally. Steve said Jim could request a copy for the lease agreement between the Port and the airshow, but that is not the waiver agreement between the FAA and the airshow. These are separate documents.

Miki asked for clarification on where the pilot surveys were mailed. She thought David said that it was mailed to 5000 in Washington County, but she read that there were 5000 pilots in the entire state. Steve confirmed it was for the entire state, not just Washington County.

Teresa asked if there can be a restriction placed on the operations at night due to noise. Steve said that no, airports cannot unilaterally impose night time restrictions on aircraft operations due to the 1992 Airport Noise and Capacity Act (ANCA) law. Steve said that there have been the very few airports that have tried to impose restrictions after the passage of ANCA have been unsuccessful.

Brian adjourned the meeting at 7:39 p.m.

DRAFT

## Public Comment Response

### **Airport Operations**

#### Comment/Question

Teresa Zee said that sometimes she sees the helicopters out her window and sometimes they fly outside the patterns. She asked for the Port to please ask them to fly inside their patterns (Teresa Zee).

She admits that she bought a home knowing that there is an airport close by, but she would appreciate if the Port asked that they fly over areas that are not so populated (Jensie Paise).

Something needs to be done about Hillsboro Aviation. They need to be moved to Troutdale or McMinnville where they have agricultural areas, not an area with 100,000 people. Something needs to be done about the frequent flights (Vernon Mock).

She went to the renaissance festival, which was the same day, and there were some falcons there. She said that she heard that one of the falcons got spooked and landed on the trainer's face. Maybe better coordination would be better (Teresa Zee).

#### Answer

The patterns cannot be defined so precisely that "in" and "out" of the pattern is easy to establish by observers from the ground or by pilots while they are airborne – the noise office does look at the aggregated usage to verify that the operations are occurring in the designated pattern areas with highest usage of patterns over the least population density.

The training areas were developed with input from the community and with the goal of minimizing noise impacts; areas of the least population density to the North and East of the airport are utilized to the greatest extent possible. The pilot in command of the aircraft and the FAA tower control the assignment and usage of the areas as agreed to with the Port.

The Port of Portland regularly presents "Fly Friendly" educational materials to flight students and pilots at Hillsboro Airport. This outreach includes students undergoing flight instruction through Portland Community College and Hillsboro Aviation. Information about the "Fly Friendly" program can be found at: [http://www.portofportland.com/HIO\\_Pilot\\_Guide.aspx](http://www.portofportland.com/HIO_Pilot_Guide.aspx)

The Port of Portland does not have the authority to dictate what types of aircraft use the airport or where they can fly. Grant Assurances from the FAA prohibit an airport from discriminating against different types of aircraft operations, or different types of aviation businesses.

The Oregon International Air Show dates are determined by the availability of the performers each year. The Port of Portland is not involved in the selection of the dates.



### HELICOPTER NOISE ABATEMENT PROCEDURES

- Residential/noise sensitive areas border the airport to the west, south and east. Please avoid overflight of residential communities whenever possible, especially during nighttime and early hours.
- In an effort to reduce community noise impacts, pilots are encouraged to overfly major roadways and non-residential areas whenever possible.
- The preferred ingress/egress routing is from/to the northeast overflying Highway 26. When possible, use established reporting points (shown in yellow) when entering or exiting the airport
- Due to the community noise impacts, training operations are discouraged between 2200L and 0600L daily.



## VFR NOISE ABATEMENT PROCEDURES

- Residential/noise sensitive areas border the airport to the west, south and east. Please avoid low-level overflight of residential communities whenever possible, especially during nighttime and early morning hours.
- Aircraft departing Runway 31 should use best rate of climb to ascend as quickly as possible. Maintain runway heading after departure until reaching the highest practicable altitude before turning.
- Runway 2/20 is highly noise sensitive. Arrivals to Runway 2 and departures from Runway 20 are discouraged unless conditions necessitate.
- Due to the community noise impacts, nighttime training operations (e.g. touch-and-goes, missed approaches, etc.) are discouraged between 2200L and 0600L daily.

## **Environmental**

### Comment/Question

Wayne said that the water is polluted and it is going into the stream. He wants to know why we are allowing the polluted water to go in there (Wayne Vanderzanden).

She wanted to know what Hillsboro Airport is doing to reduce the impact on air quality in the city (Miki Barnes).

### Answer

Hillsboro Airport is regulated under a 1200-Z National Pollutant Discharge Elimination System (NPDES) permit issued by the Oregon DEQ. This permit regulates stormwater discharges from Hillsboro Airport to surface waters. The Port is in compliance with all permit requirements. The permit requires development of a Storm Water Pollution Control Plan, implementation of best management practices, and stormwater sampling. The permit also establishes benchmark concentrations for pH, copper, lead, zinc, oil and grease, and total suspended solids and the Port is required to perform quarterly sampling for these pollutants. When sampling results for any single pollutant exceeds the permit benchmark, the Port is required to use adaptive management to identify and implement timely corrective action to modify or add new best management practices to ensure benchmarks are met. For example, the Port is currently in the process of installing stormwater treatment for zinc in one drainage basin due to a metal roof on one of the hangers.

Air quality and operations that affect air quality are important to the community and the Port of Portland.

Oregon DEQ maintains an emission inventory for Washington County for lead, carbon monoxide, nitrogen oxide, sulfur dioxide, volatile organic compounds, particulate matter 10, and particulate matter 2.5. DEQ's most recent inventory (2011) shows that, with the exception of lead, Hillsboro airport operations account for less than one percent of the County's emissions. Lead from GA aircraft operations at HIO are approximately 87% of the lead emissions in the County. Following the phase out of lead from automotive fuels, avgas emissions have become the largest contributor to remaining lead emissions produced in this country. While lead levels in the Portland airshed are below the federal National Ambient Air Quality Standards, there is general agreement that lead must be safely eliminated from avgas nationally.

The FAA has sole authority to regulate fuels used in aircraft and does so through its design approval and airworthiness certification processes. In 2011, the FAA chartered an Aviation Rulemaking Committee (aka "ARC") to investigate the issues relating to the transition to an unleaded fuel, and identified key tasks necessary to resolve these issues. The ARC issued their report on February 2013 and since that time the FAA set a goal to develop an unleaded replacement fuel by 2018 that is usable by most general aviation aircraft and have taken significant steps in implementing the recommendations of the ARC committee.

Working with the HARE Fuel Subcommittee, the Port commissioned a study to evaluate whether unleaded gasoline could be used proactively at HIO to reduce lead emissions; pending the development of a replacement fuel in 2018 by FAA. The Port commissioned KB Environmental Sciences, Inc to undertake the study. KB Environmental, Inc. is widely recognized across the U.S. and globe for their highly specialized expertise and breadth of experience in aviation and airport air quality.

The study includes an assessment of:

- unleaded fuel use across the U.S.
- fuel availability including quantities, cost, vendors of non-leaded fuel for aircraft that utilize HIO
- HIO operations to aid in determining what portion of the aircraft fleet can use non-leaded fuel and what portion must use 100LL, and
- Business Case for Mogas at HIO

The study includes a “2014 Pilot Fuel Study” that was mailed to 5060 individuals (with 315 responses received) and an analysis of the HIO-affiliated aircraft fleet that could potentially utilize mogas in their aircraft engines (this information was derived from known databases of aircraft registry).

The report was first made available on December 31, 2014 to the Fixed Base Operators that provide fuel at the airport as well as the Hillsboro Airport Roundtable Exchange (HARE) committee. The report will be available following review by the HARE committee; which is anticipated to be completed by February 28, 2015.

To: HARE

From: Miki Barnes



Date: November 5, 2014

According to the EPA National Emissions Inventory, Washington County has 23 facility sources of particulate matter 10. All but two are airports. Stimson Lumber holds the top spot and Hillsboro Airport (HIO) comes in second. DHM, Inc. is third with Stark's Twin Oaks Airport ranking fourth. Skyport is in 5<sup>th</sup> place. All 3 of the above listed airports are part of the flight training industry.

The 2011 EPA NEI also ranks HIO as the largest facility source of acrolein, 1,3 butadiene, ethyl benzene, formaldehyde, acetaldehyde, organic carbon particulate matter 2.5, elemental carbon particulate matter 2.5 and the second largest source of nitrous oxide, sulfur dioxide and particulate matter 2.5 emissions in Washington County.

What is the Port of Portland doing to reduce air pollution from the aviation sector and other industrial polluters associated with the Hillsboro Airport?



## To improve air quality, Washington County urges residents to avoid burning wood on bad air days this winter

Wood stove 1.jpg

Officials in Washington County are asking residents to avoid using wood-fueled fireplaces and stoves this winter to combat poor air quality.

*(Peter Beland/Special To The Oregonian)*

**Ian K. Kullgren | [ikullgren@oregonian.com](mailto:ikullgren@oregonian.com) By Ian K. Kullgren | [ikullgren@oregonian.com](mailto:ikullgren@oregonian.com)**

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on November 04, 2014 at 3:41 PM, updated November 04, 2014 at 7:46 PM

Seeking to reverse worsening air quality in Washington County, public health officials are asking residents to avoid using wood-burning fireplaces and stoves this winter.

The county is launching a campaign this week to **warn residents of poor air quality** via text message and online alerts, and will be distributing flyers asking that they not burn wood on stagnant air days.

The push comes in response to data from the Oregon Department of Environmental Quality showing Washington County has some of the poorest air quality in the metro region. Hillsboro failed to meet federal air quality standards in 2011 and 2013, with air samples showing dangerous levels of micropollutants in the air.

The cause, according to officials, is smoke from burning wood that gets trapped by the county's bowl-shaped topography.

"When pollution gets into the air, there's nowhere to go because there's no air movement," said Christine Svetkovich, a DEQ regional solutions representative.

Washington County could face sanctions from the Environmental Protection Agency if the problem persists, including caps on construction and mandatory burning bans.

-- Ian K. Kullgren

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# Hillsboro Airport Roundtable Exchange

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February 4, 2015

To: Vince Granato,  
Chief Operating Officer  
Port of Portland

From: HARE

Re: Proposed Pilot Project – Leaded Fuel Replacement at Hillsboro Airport

Potential adverse health impacts of lead in gasoline have forced its removal from virtually all gasoline with the exception of aviation and a few other very small applications. The FAA has embarked on a process to make available a unleaded gasoline for aviation uses, but that process is likely to take a decade or more. The FAA has also indicated that short term actions such as the use of alternative fuels may be feasible (1).

An alternative fuel providing a near term reduction in lead emissions from piston powered aircraft near Hillsboro Airport (HIO) is available in the form of unleaded automotive gasoline without ethanol (MOGAS). The HARE began looking into this fuel more than a year ago and the HARE Leaded Fuel Subcommittee learned in their January 2014 meeting that the Port of Portland had engaged a consultant to assess the feasibility of providing a source of such fuel for use at the Hillsboro Airport.

The HARE wrote in support of this effort with two requests: that the study focus on the Business Case aspects of the use of the fuel and that the HARE Lead Subcommittee review the report before presentation to the full HARE committee. (2)

The consultant's report was reviewed at a HARE Lead Subcommittee meeting on January 4<sup>th</sup>, 2015 and the following conclusions regarding the Business Case analysis in the report can be made:

- 1) MOGAS suppliers are available to supply HIO.
- 2) Up to 30% of piston powered aircraft operating near HIO can use MOGAS.
- 3) The relatively small quantity of MOGAS that would likely be sold at the Hillsboro Airport would not justify the high infrastructure (primarily a large capacity storage tank) costs for fuel suppliers at the airport. However, reductions in infrastructure requirements might make commercial sales financially attractive without compromising safety and other regulatory issues.
- 4) While the exact demand for MOGAS at Hillsboro is difficult to estimate, a pilot project with expansion potential should be considered to further clarify the feasibility of the sales of an alternative fuel.
- 5) An immediate small, but worthwhile, reduction in lead emissions would result from the use of MOGAS at the Hillsboro Airport.

Therefore, the HARE requests the Port of Portland to move with maximum speed to facilitate the commercial sale of MOGAS at the Hillsboro Airport.

Sincerely,

Fred Hostetler  
Vice Chair, HARE

Cc: Daren Griffin, GM Airport Operations  
Stephen Nagy, General Aviation Airports Manager

- (1) [http://www.faa.gov/news/fact\\_sheets/news\\_story.cfm?newsId=14754&omniRss=fact\\_sheetsAoc&cid=103\\_F\\_S](http://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=14754&omniRss=fact_sheetsAoc&cid=103_F_S)
- (2) Letter, HARE to Steve Nagy, Port of Portland, April 23, 2014.