



# Hillsboro Airport Roundtable Exchange

## MEETING AGENDA

**Hillsboro Airport Roundtable Exchange**  
**Wednesday May 6, 5:30 – 7:30 p.m.**  
 City of Hillsboro Civic Center, 150 E. Main Street

<b>5:30</b>	Brian Lockhart Steve Nagy	<b>Welcome</b> <ul style="list-style-type: none"> <li>• Announcements</li> <li>• Approval of previous meeting minutes</li> </ul>
<b>5:40</b>	Fred Hostetler, Bob Braze, Henry Oberhelman	<b>UC Davis Noise Symposium</b> Report out by HARE members on lessons learned from UC Davis Noise Symposium in March
<b>6:00</b>	All	<b>HARE Retreat</b> Debrief of HARE retreat including committee action item list for 2015/2016
<b>6:10</b>	Scott Burk, Federal Aviation Administration	<b>Parallel Runway Project Update</b> Operational update with the opening of the parallel runway
<b>6:20</b>	Fred Hostetler	<b>Noise Working Group Session</b>
<b>6:50</b>	Scott Kilgo	<b>SolarWorld Land Purchase</b> Presentation on the purchase of land adjacent to SolarWorld



<b>7:00</b>		<b>Break</b> Check in with presenters and ask questions informally
<b>7:15</b>		<b>Public Comment</b>
<b>7:30</b>		<b>Adjourn</b>



**Hillsboro Airport Roundtable Exchange Draft Meeting Minutes  
February 4, 2015: Hillsboro Civic Center, 5:30 p.m. – 7:30 p.m.**

Draft Meeting Summary

MEMBERS PRESENT

Bert Zimmerly	Hillsboro Airport Historian
Bob Braze	Citizen
Bob Flansburg	Alternate for House District 30 (Jurisdictional)
Debbie Raber	City of Hillsboro (Alternate for Mayor Willey)
Fred Hostetler	Citizen (Land owner adjacent to HIO)
Henry Oberhelman	CPO 8 (Citizen)
Jack Lettieri	Citizen
Kimberly Culbertson	CPO 9 (Citizen)
Larry Altree	Portland Community College (Airport Related Business)
Mike Gallagher	Citizen
Mike Warrens	Oregon International Airshow
Rudi Resnick	Alternate for Senate District 15 (Jurisdictional)
Spencer Ford	FAA (Technical Alternate)
Stephen Roberts	Alternate for Washington County Commission (Jurisdictional)
Steve Nagy	Port of Portland

MEMBERS ABSENT

Annette Campista	Latino Business Community
Brian Lockhart	Global Aviation (Airport Business)
Deanna Palm	Hillsboro Chamber of Commerce (Business)
Scott Burke	FAA (Technical)

CURRENT MEMBERSHIP VACANCIES

Hillsboro Airport Business Association  
Westside Economic Alliance

## SUMMARY

### *Introductions and Welcome*

Fred, filling in for Brian Lockhart, welcomed everyone to the meeting at 5:30 p.m. He noted that the subcommittee report out will be discussed at the retreat. The committee will also be discussing attendance and unfilled member slots, including newly selected state representatives. There was a suggestion that the committee members representing a person or an organization provide a yearly report of what is occurring to encourage collaboration with those people.

Fred asked for corrections to the November meeting minutes. There were none. Mike moved to approve, Bob Flansberg seconded. Motion passed.

Steve Nagy made a note that there was a change in the presenter in the last agenda item. Scott Kilgo from the Port was unavailable, so Steve will be presenting in his place.

### *Hillsboro Airport Mogas Study*

Steve Nagy gave a presentation on the Feasibility and Business Case Assessment to Provide Unleaded General Aviation Fuel at the Hillsboro Airport. The presentation focused on the purpose of the assessment, methodology, summary of findings and follow up plans. Steve gave background information on the history of the use of Avgas and the FAA's plans to transition the fuel into an unleaded fuel. He also discussed why Avgas is used in aircraft and why it still contains lead.

The purpose of the study was to assess the feasibility and business case for providing mogas at HIO until a replacement fuel for Avgas is deployed and available. The study was completed by KB Environmental Services and Port staff. The Unleaded Fuel Working Group from HARE also provided input on the scope for the consultant.

The study included looking at whether or not mogas is available for distribution within the Portland metropolitan market; assessed operations and the fleet for leaded fuel use; and completed a survey of pilots and stakeholders within Oregon to see if they would utilize unleaded fuel and under what market conditions would purchase it. They also looked at the business case for the viability and sustainability of supplying unleaded fuel at HIO both in the short and long term.

The average annual percentage of Avgas purchased at HIO has gone down by about 2.35% between 2006 and 2013. In looking at the aircraft that are either based at Hillsboro Airport or could reasonably purchase fuel at Hillsboro, between 8.5% and 29.5% have the potential to use mogas if it was provided. This assumption was based solely on the engine type registered with their aircraft. The study results showed that about 63% of those who returned their survey would use mogas if it were available. The cost at which 80% of the respondents would consider purchasing it was \$4.99. The study also found there were three suppliers within 30 miles that can provide ethanol-free mogas.

The business case assumptions looked at having one of the existing FBOs providing the fuel and then having a new vendor provide the fuel if no existing FBO would be willing to provide it. The analysis looked at start-up costs, operating and maintenance costs, fuel sales trend, fuel costs and the rate of return. When looking at the business case for a new vendor to come in and sell the mogas, they would break even if mogas sales were increased 10% over what the current Avgas sales are. The payback with that percentage would be approximately 12 years. If an existing FBO were to sell the fuel, the company would also have to have increased mogas sales of 10% over what the fuel sales had been previously. At that 10% increase, the FBO would make a profit after about 6-7 years.

The consultant suggested that the Port look at assisting fuel suppliers to provide fuel storage/dispensing equipment, using an existing storage tank, using a smaller tank (less than a 5,000 gallon mobile storage tank) or doing a temporary or trial arrangement to ascertain attractiveness of mogas.

The next steps in the process are for the Port to identify and work with HIO FBOs who are interested in initiating unleaded mogas fuel use at HIO through a pilot program. If there are not any FBOs that are interested, then the Port will identify and work with other businesses who are interested in initiating unleaded mogas fuel use at HIO.

Fred asked Henry provide some comments on the report as he was the chair of the Unleaded Fuel Working Group. The working group put together a letter to Vince Granato encouraging the Port to explore a pilot program of offering mogas at HIO. Steve said the next steps will be to reach back out to the FBOs to see if they can put together a proposal to the Port on how they might be able to provide mogas at HIO.

Henry said that the FAA has been working on their replacement fuel program for ten plus years. He said that Steve's points were pretty clear, however there is still uncertainty. He said that the price of fuel is a factor and how pilots will feel/will want to use the mogas as opposed to Avgas. The lead subcommittee was unanimous in supporting the need to reduce the amount of leaded fuel use. He noted that while there is no proven documentation noting a direct link between the use of leaded fuel and health impacts, however all the information from the EPA and FAA shows that it is a good idea to explore alternatives.

Mike Gallagher said Grants Pass Airport has set the standard with offering this fuel in making it as easy as possible to offer the mogas by just having a mobile truck. He hopes that the Port will be able to follow their lead. Mike thinks even if the FAA is able to develop an alternate fuel that does not have lead; it will be significantly more expensive than mogas. He thinks it will still be a good business case for the long term. He also noted to his knowledge, none of the airports that currently offer mogas have stopped offering it. It is a modest reduction, but it is still a reduction. It reduces the cost of flying for those that fly smaller aircraft, there may be an increase in business as it offers options for those who are looking to fly recreationally. It's good for the environment, good for people operating the airplanes and it will be good for the businesses that take it on long term.

Henry said the lead subcommittee plans to continue to meet and follow the leaded fuel issues. He said that the subcommittee is asking the Port to explore a pilot program at the airport. Debbie Raber noted that the City of Hillsboro will support the HARE Unleaded Fuel Working Group on their request. The city is thankful to both the committee and the Port for their work on the project and look forward to continuing to explore solutions to this issue. Fred requested a vote for the committee. The vote was unanimous. Steve abstained from the vote. Fred asked that Henry add Brian Lockhart be added to the CC line to the letter.

#### *Hillsboro Airport Financial Overview*

Rob Schultz, a Financial Analyst for the Port of Portland, provided a 10-year financial overview of the Hillsboro Airport. The presentation included an overview of the Port's financial structure and then provided a historical financial overview of the airport.

Hillsboro Airport (HIO) is not funded by the property tax revenue that is collected by the Port. While HIO does have a positive cash flow from operations, once capital expenditures are included, the airport is not profitable. The capital investments at the airport are funded by federal and state grants, HIO's gross profit and the Port Cost Center.

Rob gave an overview of the Port's financial structure. The port's budget is split into two different categories. The aviation fund includes the Airline Cost Center, which is PDX's airfield and terminal (operating and non-operating expenses, capital expenditures) and the Port Cost Center, which is parking, rental cars and hotels near PDX (Operating and non-operating expenses, capital expenditures). The General Fund includes the General Aviation, Marine, Industrial Development, Navigation and Administrative Departments.

Hillsboro Airport produces positive gross operating revenue. On an annual basis, the gross profit is about \$700,000 a year on average. When looking at the capital investments over the last ten years, the range of capital investments have ranged from \$1.4 million to \$13.4 million based on the projects for each of those years. In totality, the investments over the last ten years amount to about \$50 million. The capital improvements at HIO are funded by the operating cash flow, grants and the Port. Even with grant funding, there has been about \$15 million dollars of investments that have been funded by the Port. Hillsboro is unique in that it actually makes money. Most GA airports in the nation do not produce a positive cash flow.

The economic impact of Hillsboro Airport, based on a 2011 study, generates 436 direct jobs and 502 indirect and induced jobs. From those direct jobs, there is about \$21.1 million in direct personal income and \$5.6 in state and local taxes. The next economic impact study is scheduled for 2015-2016.

Rob presented the estimated local tax contribution from the tax lots associated with Hillsboro Airport. The total annual assessed value is about \$57.3 million, generating about \$1 million a year in local taxes. Around \$500,000 goes to local governments, with the majority going to the City of Hillsboro and Washington County. Around \$300,000 goes to local schools, mostly within

the Hillsboro School District. Approximately \$175,000 goes to bond measures supporting schools and local governments.

Mike asked if there are any costs associated with the airport that are paid to the City. Steve said there isn't anything paid directly by the Port to the City. The Port did work with the City on the lease of the land for the fire station located at the airport. Mike asked if the Port has a portion of the police department responsible for covering the airport. Steve responded the airport gets the same level of service that everyone else in the city receives. If the Port requires additional security services, then the Port covers those needs.

#### *Parallel Runway Update*

Steve gave any update on the construction status of the parallel runway. He said the FAA will not allow for the runway to become effective until the FAA publishes their new manual. For the most part, everything is complete with the project. Steve shared some aerials of what the new runway looks like. Mike asked who gets to be the first person to use the new runway. Steve said that is hasn't yet been decided. Bob asked Steve if there would be any changes to the IFR procedures as part of the new parallel runway. Steve responded that the new runway will not have instrument landing capabilities. The new runway is strictly for use under Visual Flight Rules (VFR) conditions.

#### *Parallel Runway Safety Risk Management Update*

Spencer Ford from the FAA Air Traffic Control Tower at Hillsboro provided an update on the runway safety risk assessment for the new runway. He provided information about the current estimated percentage that each runway is used during the year. He also provided information on the types of aircraft flying in and out of the airport. The major changes with the new runway include:

- Two local controllers in the tower (1 controlling each runway)
- The airspace will be shelved to the north during 31/13 operations
- GA pattern traffic will be concentrated to the new runway
- Aircraft north of the 31L/13R centerline will be assigned 1700 ft and above
- 1/31 operation local will control helicopter pattern closest to their runway
- Helicopter north departures and arrivals will operate from the B1 and Bravo intersections

There are a few things that will not change once the new runway is commissioned:

- Initial call inbound will remain on 119.3
- Expect 31L/13R as the primary runway assigned
- 2/20 Operation will revert back to today's standard
- No IFR arrivals or departures 31R/13L

The major safety issues identified were:

- Pilot loss of situational awareness
- Controller loss of situational awareness

The conclusions that were developed include:

- The additional procedures and training developed by HIO Tower will address the risk associated with controllers learning to operate a new runway.
- Current procedures in place for pilots and controllers mitigate the risk of the new runway.
- Pilot outreach programs help reduce the risk associated with local pilots learning to operate the new runway.
- Based on operational data, the SRM panel concluded that the introduction to the new runway into the National Airspace System will not introduce a new or unacceptable risk into the system.
- FAA will continue to monitor and review the safety of the procedures associated with the new runway.

Fred asked for clarification on the 1700' height and when that would be used. Steve responded the 1700' "shelf" for the new runway will be in place when the Hillsboro Tower is open (6:00 am to 10:00 pm) Fred also asked for the distance between the two runways. Spencer responded that the distance is 700'. Bob Flansberg asked when you are doing an IFR departure for the left runway, if the plane goes off to make a turn. He thinks you would want to climb as high as possible so you would avoid the IFR arrivals. Spencer responded that they are working with Portland to be mindful of those IFR departures and arrivals. With the new procedures, the 31R pattern will be closed or extended to avoid those conflicts.

Kimberly asked how much safer Hillsboro would be if radar existed at HIO. Spencer responded he couldn't give an answer, but based on his experience, it would significantly increase the safety.

Bob Braze noted that by their regulations, they are required to report pilot diversions and near mid-air collisions. He said once those are reported, they go someplace else. He wanted to know if Flight Standards was involved in their risk management assessment. Spencer responded that Flight Standards was not involved in the process. The local tower does not decide whether or not the incident qualifies as a pilot deviation or a mid-air collision. This is decided at the regional office in Renton.

Mike noted that he thinks the flight school will not be OK with seeing an open and available runway that is open because only heavy aircraft are allowed to use it. They have so many operations at the airport; it seems that there is going to be a major issue. He said he feels like the notification to the public is behind. He said that there needs to be a lot of notification to the public on this as people are going to see lots of things. Steve noted that the Port will be working on notifications about the changes to the airspace.

Larry asked about the pilot outreach plan. He asked if there was some website or something that he could monitor to see when those meetings would be. Spencer said that they would begin with some of their existing meetings and then will explore other outreach efforts. Larry also noted that in his experience as a flight instructor, it is a great thing to have all the smaller

aircraft on one runway. It makes flying in and out of the airport so much easier rather than having it mix with the larger jets.

Mike said that he hopes that the tower will be flexible in distributing the noise as there will now be four potential flight paths, rather than just focusing on specific areas. Spencer said that while it isn't part of their decision making on the new procedures, it was considered.

Bob asked what ATC is going to do or anyone else to get radar in to Hillsboro. Spencer said that they are doing everything they can to get radar to Hillsboro. Steve noted that everyone is advocating for the radar technology (the Port, community and the tower). The problem is that the FAA as an organization has decided to move away from radar technology and move towards NextGen technology. While the lack of radar has been identified as a safety risk, it is not considered a needed thing for the Hillsboro Tower.

Due to time, the presentation about the purchase of the SolarWorld property was moved to the May meeting.

#### *Public Comment*

Wayne Vanderzanden said that he is concerned about the lack of radar due to the all the fog that we have been having. The minutes reflected that he said that the Port was putting dirty water in the rivers and he didn't say that. He said that Steve Nagy said that. He said that his farm was sold to Apple. He said he also thinks the cost associated with the mogas study is very expensive and that \$100,000 is way too much for fuel storage tanks.

Dale Feik noted that he makes public comment to all sorts of organizations including DEQ. He said that when he testified to DEQ that he requested that they concerned about the protection of public health. He feels that all he hears is economic development and nothing about the protection of public health, which concerns him. He said that he is hearing concerns about safety with the new runway and he is concerned about safety as well, especially with the Nike and Intel jets. He knows what happens when you have big aircraft and small aircraft and it's not good. Hillsboro area has been deemed not a nonattainment area. Lead in any amount is dangerous. Hillsboro is being promoted for corporate aircraft. Phil Knight's new hangar has been subsized. He thought that there was a rule at 10 p.m. that you couldn't operate a jet. It is a noise nuisance to him when he has corporate jets flying over his house in Forest Grove. He isn't sure how to make a complaint here, but does know how to make one through DEQ. Please keep the air safe. He doesn't want those planes crashing into Intel's big facilities.

Miki Barnes wanted to back up what Dale said about air quality. The DEQ study shows Hillsboro being the top emitter. She thinks that the issue is more than just wood smoke. She appreciates that people are working on addressing the leaded fuel issue. She said that she is concerned that there is no opportunity for the public to provide comment on the leaded fuel study, except for the HARE members. She thinks that most of the committee are pilots and don't have an interest in protecting the community from the airport. She is concerned if HIO sells mogas, will there be an influx of people coming to Hillsboro to purchase the fuel. It is a fossil fuel and has an impact

on the environment. She wanted to make a note on the AIP funding. It is mostly funded by the traveling passengers, not the corporate flyers. The money is going into the pockets of the most affluent people at GA airport. Jack said that no one is disputing that there is an issue with the lead in fuel, but there is no report that shows the direct connection between health impacts and the use of aviation leaded fuel.

Jim Lubischer said that he does not feel that the EA and supplemental EA did not adequately address the issues. Jim asked if the city could request that companies that supply leaded gas to HIO warn residents living within one kilometer of the lead risk and also post warning signs at HIO. He is basing this request on something that has been done in California. Could HARE recommend to the city and the Port that actual measurements of lead in the air be made multiple areas just outside the fence line of HIO. Of all the airports examined by the EPA's study, all the airports had some level of lead detected with two airports that exceeded the EPA benchmark. This EPA standard is flawed. It doesn't take into account the thousands of kids that are living next to the airport. How many gallons of Avgas does Aero Air (Brooke clarified that he meant Hillsboro Airport Aero Academy) currently use and what reduction of that amount would there be if they used mogas? He feels it is negligent for the Port and City not to do anything. Debbie asked for a copy of the citation related to the notification in California.

Mark Wert has been a resident of Hillsboro for 15 years. He has lived around the airport the entire time. He has lived in three different houses and doesn't mind living near the airport. He said that he realized that there were some major issues last year. He feels that offering mogas is a solution. He feels that public health should be valued more than the economic factors. He said he lives off of Jackson School Road and the little smaller aircraft are loud. He doesn't mind the jet aircraft, but he does mind the smaller training aircraft. He can't leave the windows open during the summer. He thinks noise pollution is a big problem. He thinks planes are flying low and are crisscrossing each other over a school and it is dangerous. Kimberly asked when he typically sees the most traffic over his home. He said usually when he's home in the evenings and the weekends. Kimberly also asked if he reports his issues to the noise hotline and he said that he has called a couple of times.

Ruth Warren lives very close to the airport and has lived there for 16 years. She spent time outside lately talking to her neighbors. It isn't just her complaining, it's her neighbors as well. She has provided them with the noise hotline. The noise starts early in the morning and the run-ups are still happening as well. She said that her neighbor parked her car outside for two days and had a black coating all over it. She doesn't know where it is from. They have touch and go operations all day. They have a neighbor who has PTSD and when there are low flying helicopters and planes, it is no joke. She has asked for a noise officer to come out and monitor the noise. She still hasn't had a good answer as to why they won't come out to her house. The neighbor next to them wears earplugs at night so that they can sleep. Kimberly asked what the response is when she calls the noise office. She said that she sometimes doesn't request a response and she has been sending lots of emails so that she can track it. She says that she received a lengthy response from the noise office, but the results of flying aircraft aren't any different. Miki said that she started calling the county because the noise office told her that

they can just note the complaints only. The county's attorney suggested that she contact the flight standards office.

Fred said that he feels like he is hearing that the committee is not doing their job. The committee does have the community at heart. The airport is run by the FAA and the community can't change what is done there. The committee takes the lead issue very seriously. The FAA is looking at making a change and the committee is working with the Port on alternatives where possible.

Miki said that she does not feel like she is respected by the committee and the Port when she calls the noise office. Dale Feik said that he respects the entire committee and is working on the local, regional, state and federal level to address these issues.

Mike said that his opinion on the mogas study is that the Port was not interested in doing the mogas study initially. Now that the results are in, he feels like the Port is more interested. The committee has made some progress.

Dale asked how to provide public comment. Brooke made the note that it can be submitted to her to be included in the meeting minutes.

Kimberly asked for a motion to adjourn the meeting. The meeting adjourned at 7:53 p.m.

## Public Comment Response

### **Airport Operations**

#### Comment/Question

Wayne Vanderzanden said that he is concerned about the lack of radar due to the all the fog that we have been having (Wayne Vanderzenden).

He said that he is hearing concerns about safety with the new runway and he is concerned about safety as well, especially with the Nike and Intel jets. He knows what happens when you have big aircraft and small aircraft and it's not good. He thought that there was a rule at 10 p.m. that you couldn't operate a jet. It is a noise nuisance to him when he has corporate jets flying over his house in Forest Grove. (Dale Feik).

He thinks noise pollution is a big problem. He thinks planes are flying low and are crisscrossing each other over a school and it is dangerous (Mark Wert).

She has asked for a noise officer to come out and monitor the noise. She still hasn't had a good answer as to why they won't come out to her house. The neighbor next to them wears earplugs at night so that they can sleep (Ruth Warren).

#### Answer

The Port has been an advocate for improved radar coverage at Hillsboro Airport. Currently, HIO radar coverage is provided by a combination of FAA enroute radar (located near Salem) and FAA terminal approach radar (located at PDX). Because of the West Hills, and other terrain, the FAA's radar coverage of the Beaverton and Hillsboro area is inconsistent, from the valley floor to approximately 1000' above the ground level. The FAA has advised the Port (and other airports nationwide that are interested in improved radar coverage) that they are no longer purchasing radar equipment. The FAA is transitioning to "Next Generation" aircraft navigation technology by 2020, which will no longer rely on ground based radar. In the interim, the FAA is no longer purchasing radar equipment.

Safety concerns about air traffic operations should be addressed to the FAA. These comments have been shared with the FAA, for their information. In addition, prior to the opening of the parallel runway at HIO, the FAA undertook an exhaustive Safety Management System (SMS) process. Risks associated with operation of the parallel runways were identified and mitigation measures were implemented. Air traffic controller training has taken place to ensure a safe transition to the simultaneous operation of parallel runways. Local FAA air traffic personnel reached out to other FAA air traffic control towers with parallel runway operations for their best management practices and "lessons learned". Finally, general aviation airports with parallel runways have operated safely for many years. Boeing Field, near Seattle, has operated since 1948 with parallel runways separated by only 375'. Hillsboro Airport's parallel runways are separated by 700'.

Federal Aviation Administration regulations restrict The Port of Portland from prohibiting jet aircraft operations at the Hillsboro Airport at any time of day; however the Port does reach out to operators of jet aircraft with a standing request to avoid operations between 10:00 pm and 6:00 am daily. Over the last five years the airport has averaged less than one jet aircraft operation per day during these hours.

The Port of Portland Noise Management Team has monitored noise in the Hillsboro Airport area on a number of occasions in the past using portable noise monitors; in addition, the Port continues to monitor noise every day at four locations with permanent monitors that operate continuously. These efforts, along with computer noise modeling of aircraft noise around the airport, has consistently demonstrated that aircraft noise in residential areas around the airport meets federal guidelines.

### **Environmental**

#### Comment/Question

The DEQ study shows Hillsboro being the top emitter. She thinks that the issue is more than just wood smoke (Miki Barnes).

#### Answer

Oregon DEQ's most recent emissions inventory for Washington County (2011) shows that the Hillsboro airport is only significant in terms of lead emissions at 87 % of the County total. HIO only accounted for 0.8% of county carbon monoxide emissions, 0.1% on nitrogen oxides emissions, 0.1% of PM10 emissions, 0.2% of PM2.5 emissions, 0.3% of sulfur dioxide emissions, and 0.1% of volatile organic compound emissions.

### **Lead Emissions and Use of Leaded Fuel at Hillsboro Airport**

#### Comment/Question

Jim asked if the city could request that companies that supply leaded gas to HIO warn residents living within one kilometer of the lead risk and also post warning signs at HIO. How many gallons of Avgas does Aero Air (Brooke clarified that he meant Hillsboro Airport Aero Academy) currently use and what reduction of that amount would there be if they used mogas? (Jim Lubsicher)

#### Answer

Mr. Lubsicher statement is referring to California's Proposition 65 (see attached). Public notifications pertaining to leaded avgas are now required in California under California's Safe Drinking Water and Toxic Enforcement Act of 1986, also known as Proposition 65. Proposition 65 establishes a uniform, California-wide process to address toxic chemical concerns that applies to approximately 800 chemicals. Oregon does not have a similar notification requirement. Questions pertaining to lead and lead exposure should be addressed to the Washington County Department of health and Human Services.

In 2013, there were 281,923 gallons of 100LL avgas delivered to all users at Hillsboro Airport. According to the "Business Case Assessment to Provide Mogas at Portland-Hillsboro Airport"

study of December 15, 2014, as little as 8.5 percent or as much as 29.5 percent of the GA aircraft that are affiliated with HIO can currently use mogas.

### **Airport Financing**

#### Comment/Question

She wanted to make a note on the AIP funding. It is mostly funded by the traveling passengers, not the corporate flyers. The money is going into the pockets of the most affluent people at GA airport (Miki Barnes).

#### Answer

AIP funding is derived from fees charged to users of the airport system. The money goes to support infrastructure improvements at commercial and GA airports across the country, not into the pockets of the users of the GA airport.

The current program, known as the Airport Improvement Program (AIP), was established by the Airport and Airway Improvement Act of 1982 (Public Law 97-248). Since then, the AIP has been amended several times, most recently with the passage of the FAA Modernization and Reform Act of 2012. Funds obligated for the AIP are drawn from the Airport and Airway Trust fund, which is supported by user fees, fuel taxes, and other similar revenue sources. General Aviation users do not pay “ticket tax” type fees (because there are no tickets). However, they do pay fuel taxes. Every aircraft uses fuel, therefore all GA users pay into the Aviation Trust Fund, which funds AIP grants.

FOR RELEASE ON  
December 10, 2014

Contact: Caroline Cox, 510-655-3900 x308; Charles Margulis, 510-697-0615 (cell)

### **Legal Settlement Aims at Reducing Lead Poisoning Risks From California Airports**

*Avgas Companies at LAX, Oakland International Airport, John Wayne Airport and Others To Clean Up Lead-Tainted Fuel*

Oakland, CA-The Center for Environmental Health today announced it has won a legal agreement with 30 companies that sell and/or distribute lead-containing aviation gas (avgas) at 23 California airports, calling on the companies to provide safer alternative fuels. The companies include the leading suppliers of aviation fuels made by Chevron, Shell Oil, and other major fuel companies. The settlement includes fuel companies operating at airports identified by the EPA as having some of the highest lead emissions among all airports nationally, including Van Nuys Airport in LA County (listed by EPA as the airport with the country's highest lead emissions), Los Angeles International (LAX), Oakland International, Orange County's John Wayne Airport, Montgomery Field in San Diego, and others throughout the state.

Lead is an additive in avgas used in piston-engine aircraft, usually small planes classified for general aviation or as air taxis, to boost fuel octane and purportedly to improve performance. In 2008, 550 tons of lead was used in the making of avgas. The EPA has noted that lead emissions from aviation fuel are "expected to distribute widely through the environment," and has previously found that emissions from small aircraft using leaded gas account for half of the nation's air emissions of lead.

"With this settlement today, we expect the aviation industry to move more quickly to towards safer, lead-free fuels," said Caroline Cox, CEH Research Director. "No one living near an airport should be exposed to a stunningly toxic chemical like lead when safer fuels are available." The case, "CEH vs. Aerodynamic Aviation (RG11 600721)", was heard in Alameda County Superior Court.

Some alternative aviation fuels already exist. For example, a newer form of Avgas, known as 100VLL for "very low lead," has recently been approved by the Federal Aviation Administration, but most suppliers have not yet made it available in California. Also, ethanol-free premium automotive gas (Mogas) is an FAA-approved fuel that is compatible with more than 70 percent of current aircraft. In addition, the FAA is now testing four lead-free aviation fuels, including fuels made by Shell and Total.

Under the agreement with CEH, the fuel distributors will offer for sale the lowest-lead fuel that is commercially available in sufficient quantity. The companies will also make Mogas available to airport-based fuel companies (fixed base operators, or FBOs) that request it, subject to certain terms (eg, coverage under liability insurance) and availability. The companies are also required to warn residents living within one kilometer of the airports where they operate of the lead risk, and to post warning signs at the airports. The companies, including Air Petro Corporation (a leading seller of Chevron fuels), Eastern Aviation Fuels (a leading national marketer of Shell branded fuels), Avfuel Corporation (the nation's leading independent supplier of aviation fuels) and others will pay a combined \$550,000 in penalties and legal costs.

Leaded aviation gas has been recognized as a problem for more than a decade. The Aircraft Owners and Pilots Association (AOPA), which joined with the National Air Transportation Association (NATA) and other aviation and petroleum trade groups to form the General Aviation Avgas Coalition, told EPA in a 2010 comment that the groups are committed to "an unleaded future." In 2011, the FAA and EPA created the Unleaded Avgas Transition Aviation Rulemaking Committee, including industry representatives from the AOPA and NATA, to come up with lead-free solutions. But the groups' 2012 report called for an 11 year process to phase-in lead-free fuels.

"Eleven years is too long to wait for clean air free from lead poisoning risks," said Cox."We will continue to monitor the industry and keep the pressure on for safer fuels as quickly as possible."

*The Center for Environmental Health (CEH) is the leading national nonprofit committed to ending health threats from toxic chemicals in our air, water, food and in products we use every day. CEH protects children and families from harmful chemicals by working with communities, consumers, workers, and government to demand and support safer business practices. We also work with major industries and leaders in green business to promote healthier alternatives to toxic products and practices.*

Settling Defendants:

Air88,Inc.d/b/aCrown Air Aviation  
Air RutterInternational LLC  
AirFlite, Inc.  
Airport Property Partners LLCd/b/aAPPJetCenter  
Amelia Reid Aviation LLC  
American Airports Corporation  
Ameriflyers of California  
Atlantic Aviation Corporation  
Aviation Consultants, Inc.d/b/a San Luis Jet Center  
Business Jet Center Oakland,LP  
California in Nice,Inc.d/b/a Nice Air  
Castle & Cooke Aviation Services,Inc.  
Channel Islands Aviation,Inc.  
KaiserAir,Inc.  
Lanc Air Corp.d/b/aSan Diego Jet Center  
Landmark Aviation  
Loyd's Aviation  
Maguire Aviation Group,LLC  
Napa Jet Center, Inc.  
Pacific States Aviation Inc.  
Rossi Aircraft,Inc.  
Sacramento International Jet Center,Inc.  
Signature Flight Support Corporation  
South Bay Aviation,Inc.  
Sun Air Jet,LLC  
Van Nuys Skyways d/b/aMillionAirBurbank  
Air Petro Corporation and World Fuel Services Corporation  
Avfuel Corporation  
Eastern Aviation Fuels, Inc.  
Downstream Aviation, LP

Airports:

1. Bob Hope 2. Brackett Field 3. Brown Field Muni Airport 4. Buchanan Field 5. Camarillo Airport  
6. El Monte Airport 7. Fresno Yosemite Internatl Airport 8. Hayward Executive 9. John Wayne Airport  
10. Long Beach Airport (Daugherty Field) 11. Los Angeles Internatl Airport 12. Meadows Field  
13. Montgomery Field 14. Napa County Airport 15. Oakland Internatl Airport 16. Palo Alto Airport  
17. Reid-Hillview Airport 18. Sacramento Executive Airport 19. San Luis Obispo County Regional Airport  
20. Santa Barbara Municipal Airport 21. Santa Monica Municipal Airport 22. Van Nuys Airport  
23. Zamperini Field

# Noise Subcommittee

May 27, 2015

Members participating were; Bob Braze, Larry Altree, Henry Oberhelman, Kimberly Culbertson, Bert Zimmerly, and myself – Fred Hostetler

At 5:30 PM I opened the discussion with:

The Noise Subcommittee is charged with a little broader scope than originally laid out. The subcommittee will discuss noise events and direct noise impacts as they arise. However, there is a peripheral issue associated with Noise. That is the “perception” of Noise. I went on to explain that we represent the community at large and that not only is HARE charged with educating the community, but it is also charged with improving relations between the community and the airport. In short, the HARE should improve outreach as well as recommend things that would improve the relationship between the community and our airport.

The following items were discussed and, at the end, we all felt these should be brought to the full committee for additional discussion and recommendations. In no particular order or rank.

- Plan local community outreach discussions at separate forums for Orenco, Jones Farm, and other HOA’s located within a mile or so of the airport. This could be an open invitation, with light food and drink, to offer a presentation and offer an opportunity for questions and answers. A thought was to hold this at the Terminal Building conference room. This offers a view of the airport where no restaurant exists anymore.
- Expand on the Open House, with possible Fly In’s, or a BBQ w/static displays (this could be a whole new event with NO jet fly overs, but only some smaller, unique aircraft), other ideas to make the community aware that they are welcome at the airport within safety guidelines.
- Open a park jointly between the Port and Hillsboro parks that is based on aviation, near/next to airport.
- Have the community address the HARE at the beginning of the meeting. The committee could discuss an item further if felt necessary.
- Readdress Noise measurement at the airport. Include recent issues such as helicopter blade noise “slap”.
- How about the possibility of High School or College Internships sponsors by the airport?
- Readdress our digital ATIS request from FAA. With the new runway our controllers feel it necessary to inform pilots of the new entry and altitude restrictions. We still want pilots to “fly empathetically”. So let’s discuss how to put teeth into our request with a letter to our state congressman?
- Are there two Port Commissioners from Washington County?

Lastly, the group felt these were all worth further discussion or at least be presented to the HARE. A request was given to Brooke to expand the time for our Noise Subcommittee to a minimum of 45 minutes.

Respectfully submitted,

Fred Hostetler

Noise Subcommittee Chairman

# Hillsboro Airport Property Acquisition

Hillsboro Airport Roundtable Exchange (HARE)

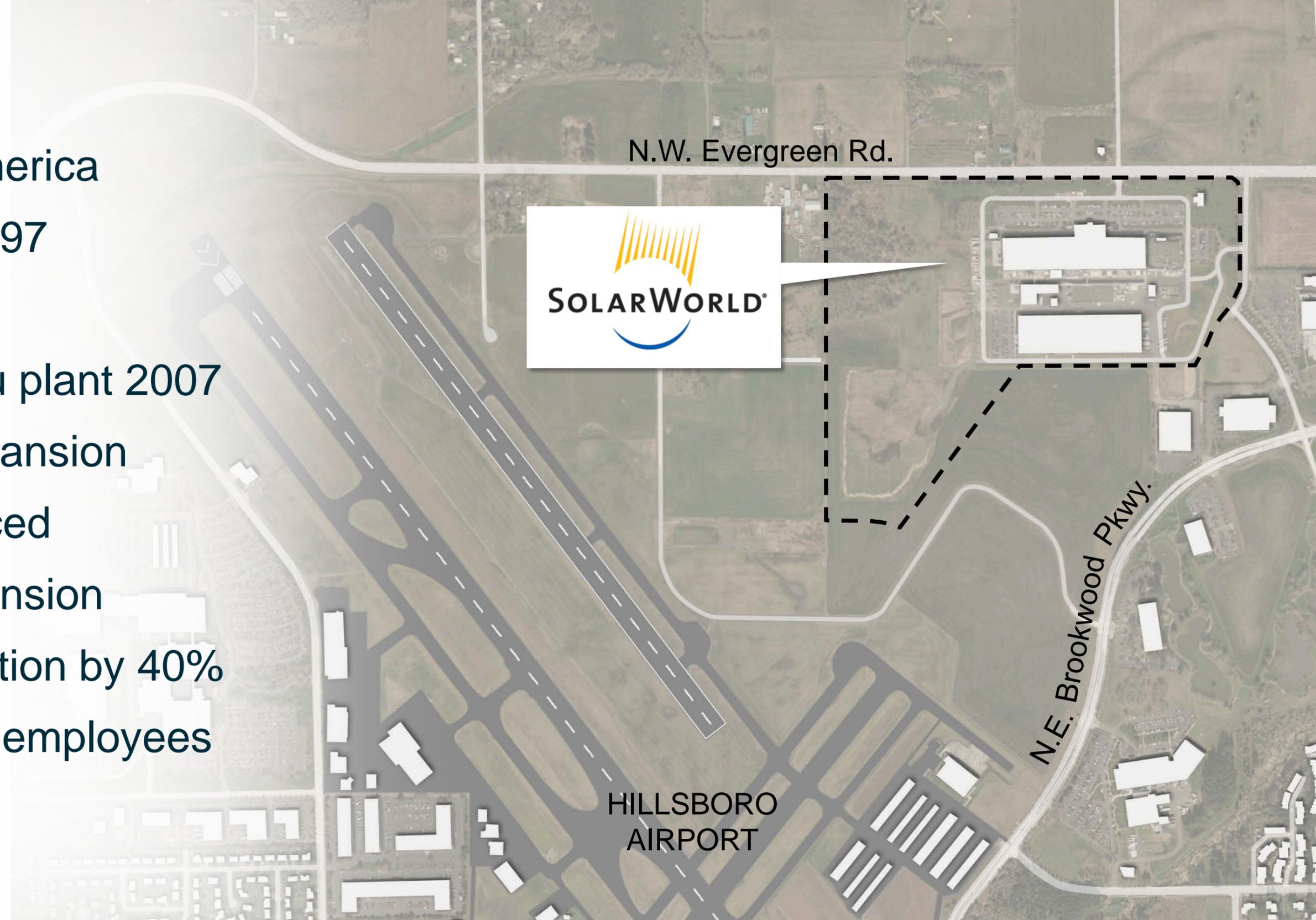


May 6, 2015

Scott Kilgo

# SolarWorld

- Komatsu Silicon America
  - Developed in 1997
- SolarWorld
  - Bought Komatsu plant 2007
  - \$500 million expansion
- Expansion Announced
  - \$10 million expansion
  - Increase production by 40%
  - Plan to hire 200 employees



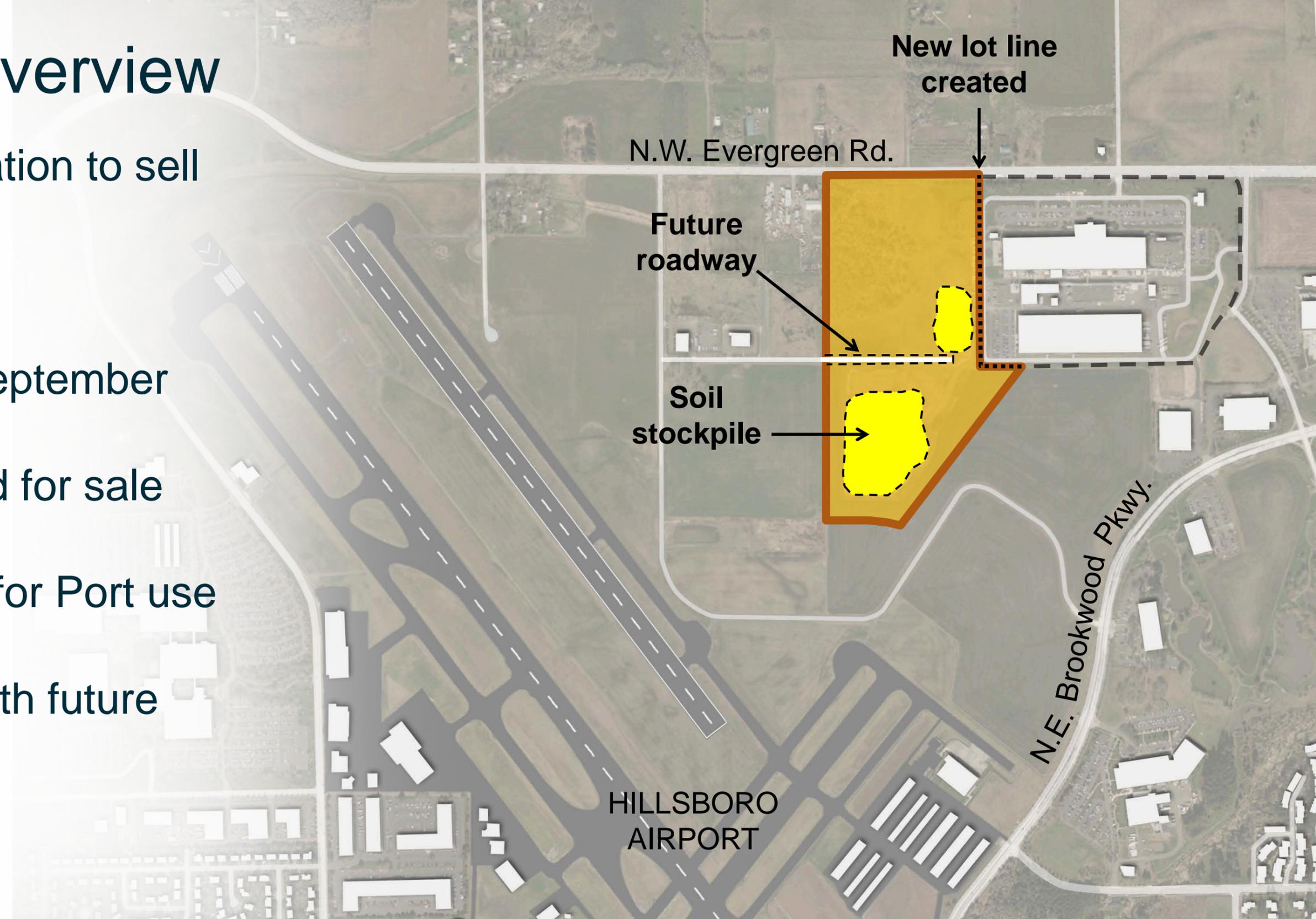
# Airport Acquisition

- Airport Master Plan
- Long-term needs identified
- Purchases planned in 2005
- Past Purchases
- Recent Purchases
- Today's Proposal



# Transaction Overview

- SolarWorld's motivation to sell
- Open listing July
- Approached Port September
- Separate lot created for sale
- Two soil stockpiles for Port use
- Improved access with future roadway



# Potential Aviation Development

- Lower 20 acres of purchased property
- Increase available aviation land by almost 50%
- Road would improve access
- Flexibility for
  - Corporate
  - Commercial
  - Recreational
- Largest undeveloped area with runway access
- Include next Master Plan



# Potential Non-Airfield Development

- Upper 26 acres
- Possible non-aviation development
- Financially supports aviation
- Need FAA coordination
- Further site evaluation necessary

