



## MEETING AGENDA

**Hillsboro Airport Roundtable Exchange**  
**Wednesday Sept. 30, 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>	Ryan McCartney	<b>Hillsboro Aviation Update</b> Update from Hillsboro Aviation on operations and facility developments at HIO
<b>6:00</b>	Sean Loughran	<b>Airport Master Planning 101</b> General discussion about the process and contents of a typical airport Master Plan
<b>6:30</b>	Phil Stenstrom FAA ATC	<b>Parallel Runway Implementation Update</b> Operational update since the opening of the parallel runway
<b>6:50</b>	Sub-committee Chairs HARE members	<b>Sub-committee reports</b> <b>Meeting discussion-new business</b>
<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  
May 6, 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)
Scott Burke	FAA (Technical)
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)
Larry Altree	Portland Community College (Airport Related Business)
Mike Gallagher	Citizen
Mike Warrens	Oregon International Airshow
Spencer Ford	FAA (Technical Alternate)

CURRENT MEMBERSHIP VACANCIES

Hillsboro Airport Business Association  
Westside Economic Alliance

## SUMMARY

### *Introductions and Welcome*

Meeting called to order by Brian Lockhart at 5:35 p.m. Brian asked for an approval of the meeting minutes from the last meeting. Henry Oberhelman seconded, the meeting minutes were approved.

### *UC Davis Noise Symposium*

Committee members that attended the UC Davis Noise Symposium reported out on what they learned at the conference. Bob Braze said that he was impressed that the Port of Portland was acknowledged at the symposium as having one of the best noise programs in the nation. He also noted the HARE committee was recognized for their letter to the Port supporting the mogas efforts. He feels Portland is impressive with our efforts. He thanked the Port for inviting him to attend.

Fred said it was an eye opener for him on what other airports are doing to mitigate the noise impacts. He said he was also impressed with the different community outreach methods. He said that community relationships were bettered by doing education to those citizens. He is looking forward to bringing forward some of those ideas into practice here.

Henry also thanked the Port for the opportunity to attend. He said the key things he took away were about NextGen, particulate matter and then looking at noise impacts related to blade slap from helicopters.

Steve noted it is good to hear that some of the issues that citizens are expressing as concerns here locally are also issues that have been identified at the national level. He hopes that some of the work being done on issues like blade slap will help with better industry wide modeling noise impacts. He noted that there will be a new, more integrated model that will be coming online at the end of the month.

### *HARE Retreat*

Brian discussed that the committee met at the end of April for their annual retreat. The full meeting minutes are included in the meeting packet. Fred said the retreat always includes a lot of information and a lot of goals. He is hoping that the committee can focus their efforts on a few specific goals, rather than having many broad goals. Steve said the facilitator, Doug, offered to meet with the subcommittees to help them determine how they can better work towards their goals and report back out to the larger HARE committee. Henry said he was supportive of the committees working together to determine a better process as well as working to develop a project to be successful.

Henry noted the retreat minutes make note of the lack of radar technology at HIO. He said he thinks it should be removed from discussion because it is essentially a moot point at this time. He recommended the committee focus their efforts on other avenues instead.

Jack said the leaded fuel and noise issues should be removed from the work plan since they don't have any due dates. He thinks they aren't issues for the committee, with the exception of the outreach for noise related efforts. Fred said he disagreed and has begun some of the work that was outlined in the work plan. Steve interjected that even though some of those issues are not within the jurisdiction of HARE, they are important issues to track and stay involved in. Henry agreed with Steve.

Steve mentioned that a big part of the outreach related to noise over the next year will be the master plan and how the committee will interface with that committee. Tasks associated with that work are included as a separate item in the 2015 work plan.

Jack said that he brought up that the HARE committee needs to look at their direction and where they will go. He noted that maybe he felt that he was the only one on there. Steve said that some of those issues have been concerns in the past, but they are no longer included on the work plan, because the issues have largely been addressed.

Bob Braze said that the subcommittees should be bringing resolutions and recommendations to the larger committee for their input/approval. He hopes this next year will bring more discussion with the larger committee. Henry agreed with Bob. Steve said he would follow up with Doug Zenn to get the subcommittees scheduled for that.

Brian asked for a motion to approve the meeting minutes for the HARE retreat. Bob Braze moved to approve the minutes and Fred seconded. The meeting minutes were approved.

#### *Parallel Runway Project Update*

Scott Burk introduced himself as the tower manager for the Hillsboro Tower. He commended the Port for the work done in relationship to the parallel runway. There was intensive training that was done for all the air traffic controllers leading up to the opening of the runway. The internal FAA goals of balancing workload, reducing delays and improving efficiencies have been met. He is very happy with how things are going right now. This week and next week, the new parallel runway will be limited to only the training aircraft in order to maintain the training needs of the controllers.

Prior to the new runway opening, aircraft had to wait for departure because of sequencing of all the incoming aircraft. This has been addressed by the ability for training aircraft to use the new parallel runway. He shared some flight pattern information comparing prior to the opening of the runway and after the runway opening. One of the assumptions with the flight pattern changes was to have the training patterns move slightly NE. The tower has asked Hillsboro Aero Academy in a letter of agreement to keep their training pattern north of Cornell Rd, when possible. They are keeping that commitment and doing that. It keeps the aircraft closer to the airport and over less residential. It provides a benefit to the noise sensitive communities to the SE of the airport. There have efficiencies gained for both the arrivals and departures. While there has only been a week's worth of analysis, there have been some great benefits.

Brian asked where the flight track data is coming from. Scott responded that the information comes from the Port with flight track data provided from the FAA's radar information from PDX and Salem.

Jack mentioned that the pilot's guide has not been updated on the website. He assumes that it is being worked on. Scott said that it is in the works.

Bob Braze asked if the initial contact goes to one controller over another. Scott said the local 1 position always gets the calls and then passes off to the local 2 position, if needed. Bob asked if they have had an increase in the number of staff to meet the new needs. Scott said no, the local 2 position was only dedicated to helicopter traffic before. This position now is responsible for some of the aircraft traffic as well.

Steve brought up the parallel runway project page. He showed the committee an interactive map that is now on the website that allows people to see what their potential changes in aircraft training patterns will be. He said there was also a postcard that was sent out to approximately 48,000 people within 4 miles of the airport, the week before the runway opened.

Henry noted that there needs to be a discussion about moving the flight patterns to the north of the airport because while it is considered to be industrial by most people, there are still people that live there.

Steve showed a video of the first landing on the runway from the cockpit of an aircraft from Hillsboro Aero Academy.

Due to some obstructions from trees that need to be addressed on a flight path coming into the runway, the PAPIs are turned off on the runway. Right now, the runway is visual only during daytime hours. Once those obstructions have been addressed, the runway will be able to be used at night.

#### *Noise Working Group*

Fred Hostetler discussed eight issues that the noise subcommittee is working on or interested in exploring. The purpose is to allow the committee to be more proactive.

- Plan local community outreach discussions at separate forums for Orenco, Jones Farm, and other HOAs located within a mile or so of the airport.
- Expand on the Open House to help increase community awareness
- Open a park jointly between the Port and Hillsboro parks that is based on aviation, near/next to the airport
- Have the community address the HARE at the beginning of the meeting
- Readdress noise measurement at the airport
- Explore the possibility of high school or college internships sponsored by the airport
- Readdress the request for a digital ATIS from the FAA

#### *SolarWorld Land Purchase*

Scott Kilgo was unavailable, so Steve stepped in for him. The Port recently purchased a large piece of property that was previously owned by SolarWorld. SolarWorld announced a \$10 million expansion on their current parcel. They determined they did not have a need for the property, so the Port purchased it. It was not identified in the 2005 master plan because it was not believed to ever be available for sale. The purchase of the property is in line with the master plan to purchase land that is adjacent to the airport south of Evergreen Rd.

The lower 20 acres of the property that were purchased could be brought within the fence to be available for aviation land. It is flexible for future corporate, commercial or recreational aviation land uses. It is the largest undeveloped area with runway access. How this property can be developed will be included in the next Master Plan.

The upper twenty-six acres of the property are located between Evergreen Road on the north side and a future extension of Springer Road on the south side. This provides for the opportunity to have non-aviation development. The airport does not receive any tax funds, therefore revenue generated from activities like these help to assist with the overall financial health of the airport. The Port does not see this portion of the Solarworld parcel as being brought inside the airport fence to be used as future aviation land.

### *Mogas Update*

Steve provided an update on the possibility of offering mogas at HIO. Hillsboro Aero Academy is very interested in the possibility of offering it. They are looking at how they might test it out with their own aircraft first and then exploring looking at retail as well. In addition, the Port recently invested some money into an existing tank to make it available for mogas.

### *Public Comment*

Teresa Tse lives in Jones Farm neighborhood. Air traffic noise has increased significantly in the last three years. She has complained about air traffic noise since last year and there have been no changes. She has seen helicopters and planes flying well below the 1000 foot minimum over her home. They fly so low that they were not detected on the Webtrack on the Port's website. She submitted questions to be answered by Steve Nagy. She asked if Steve was aware that aircraft were below 1,000 feet over Jones Farm, which is a densely populated residential neighborhood. Steve responded that he was not aware. However, if planes are descending or climbing, they are not required to meet the 1,000 foot minimum. The FAA does not have any requirements for minimum altitude for helicopters.

Wayne Vanderzanden said that Steve Nagy said about six months ago that the Port was dumping pollution in the stream. The data shows that there is an extreme violation of the water quality reports for the pH levels. He wants to know why the Port is polluting the stream. Wayne said that he has reports that the Port tested basins and were in violation. Steve responded that the water basins collect the water from multiple properties, not just the Port, and that he did not say the Port was dumping pollution anywhere.

Wayne also called the company that did the mogas study. He said that he asked the consultant why the tanks are so expensive compared to something that he just did at his own property, which only cost \$10,000.

Miki Barnes has some follow up comments to Teresa's testimony. She understands that according to the FAA, helicopters don't have any altitude restrictions. She also understands that property owners own the land 500 feet above their property. If an airport is using an established neighborhood and invading their property rights, those neighbors could have legal standing.

She asked Steve what the name of the other flight training at Hillsboro is. Steve said the name of the company is ATP.

She also state that she asked Brooke a year ago if the airport is used for any jet training aircraft. Is this happening now or are there any plans for the future? Steve responded that if a student is going to seek their commercial license, they are required to train on a variety of different aircraft. The fleet mix of the flight training aircraft is single-engine, twin-engine and turbo props. She asked for a breakdown of jets at HIO and whether or not they are flight training aircraft or if they are corporate flights. She suggested that the Port charge a landing fee to generate more money and to be transparent with the community about what is going on at the airport.

Brian adjourned the meeting at 7:38 p.m.



## Public Comment Response

### **Airport Operations**

#### Comment/Question

Teresa Tse lives in Jones Farm neighborhood. Air traffic noise has increased significantly in the last three years. She has complained about air traffic noise since last year and there have been no changes. She has seen helicopters and planes flying well below the 1000 foot minimum over her home. They fly so low that they were not detected on the Webtrack on the Port's website (Teresa Tse).

She asked for a breakdown of jets at HIO and whether or not they are flight training aircraft or if they are corporate flights. She suggested that the Port charge a landing fee to generate more money and to be transparent with the community about what is going on at the airport (Miki Barnes).

#### Answer

Air traffic at the Hillsboro has increased over the last few years, likely due to improvements in the economy. In addition, those living closer to the new parallel runway at HIO (13L/31R), may have received a small increase of traffic due to the shift in runway usage for flight training activities. Because of proximity to the airport it is highly likely neighbors on the northwestern corner of the airport will experience overflights from helicopters and aircraft at less than 1000' in altitude because they are in the early stages of departure or late stages of arrival.

Most of the flight training for student pilots at HIO takes place in single-engine and twin-engine piston powered aircraft. There is some advanced flight training for student pilots that occurs in small twin-engine turboprop aircraft. Helicopter flight training for students generally takes place in smaller, piston engine powered helicopters.

All pilots, not just new student pilots, require on-going and recurrent training flights to maintain their proficiency and qualifications. Most of this recurrent flight training occurs in the aircraft type that the pilot typically flies on a daily basis. Therefore, there is some recurrent flight proficiency training that occurs in business jets from Hillsboro Airport, but it is a very small amount of the total flights that occur at the airport.

The Port charges a landing fee for all aircraft over 10,000lbs landing weight that are involved in a commercial operation. This structure for landing fees is consistent with the industry trend to charge landing fees on the types of aircraft which cause the greatest amount of wear to the airfield pavements. Landing fees are in place to help recover the cost of rehabilitation of the runway and taxiway pavement, they are not in place to encourage or discourage types of aircraft operations at an airport.

**Environmental****Comment/Question**

Wayne Vanderzanden said that Steve Nagy said about six months ago that the Port was dumping pollution in the stream. The data shows that there is an extreme violation of the water quality reports for the pH levels. He wants to know why the Port is polluting the stream. Wayne said that he has reports that the Port tested basins and were in violation (Wayne Vanderzanden).

**Answer**

Hillsboro Airport operates under a 1200-Z permit issued by DEQ. The Port is in compliance with all permit requirements including meeting benchmarks for pH. The allowable pH range for discharges from HIO to surface waters is 5.5-9.0 S.U. All of our testing, which is performed quarterly, consistently shows HIO is complying with the pH requirements.

# An Introduction to Airport Master Planning



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Possibility. In every direction.™

Sean Loughran

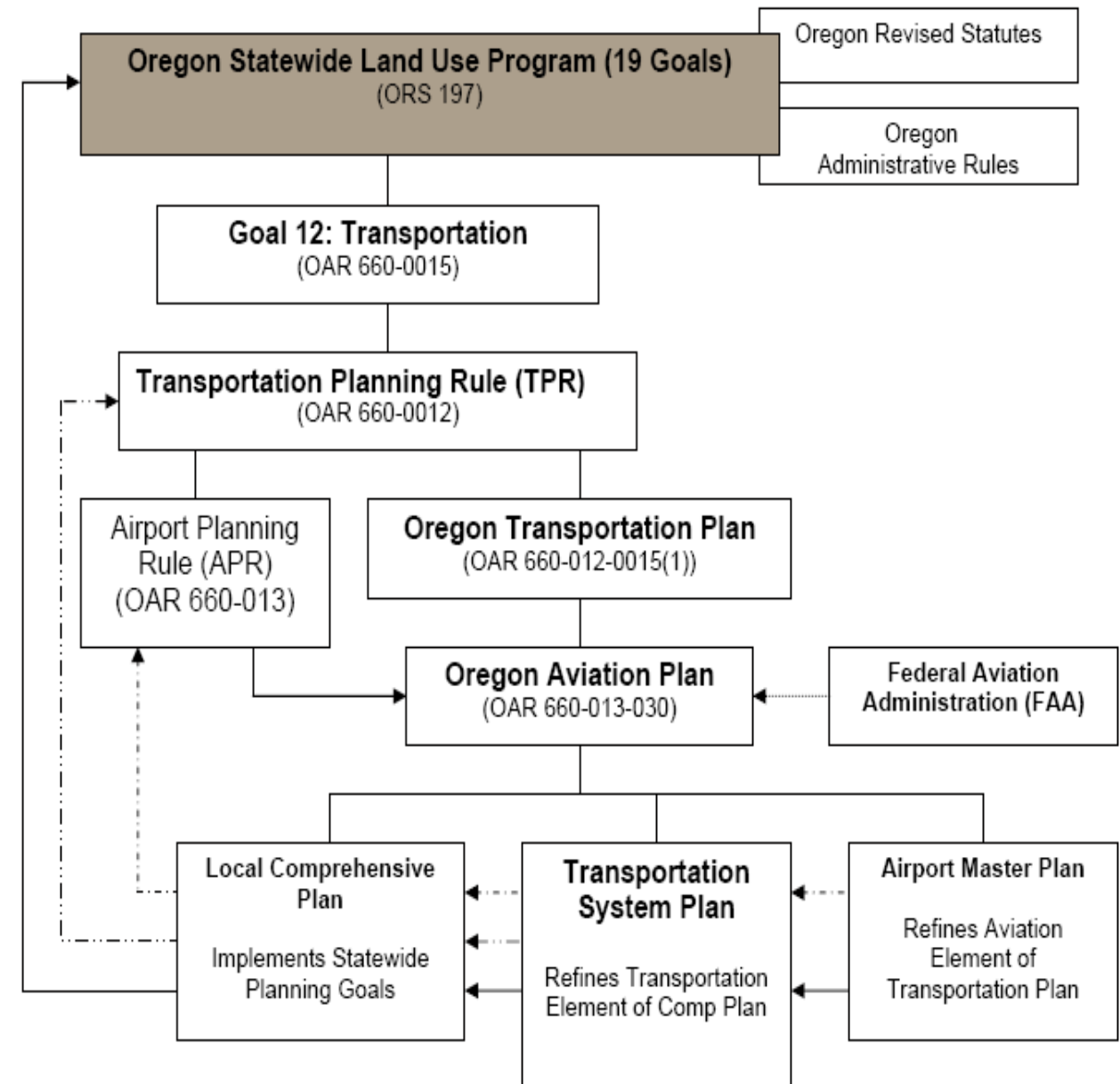
# Presentation Overview

- Background
  - HIO Master Plan Update – 10 years old
  - Context – Other area planning initiatives
  - Laying the groundwork for the planning process
    - Introduction to Airport Master Planning 101
    - Recap of 2005 HIO Master Plan Update and Airport Compatibility Study
    - What's happened since the 2005 Master Plan Update?
    - Key issues and trends for consideration in Master Plan Update
    - City of Hillsboro Comprehensive Plan



# Airport Master plans in context of other planning efforts

- Federal – NPIAS, FAA, Security, NEPA
- State – Oregon Aviation Plan/Airport Planning Rule
- Local – Zoning and Comprehensive Planning, Citizen Involvement
- Airport Sponsor – Facility Planning



# Current Planning

- Hillsboro 2035, Community Vision - Complete
- Hillsboro Comprehensive Plan (2015-17)
- County Fairplex Planning (ongoing)
- City/County Transportation Planning - Port Land (2015-17)
- HIO Property Site Readiness and Planning (Port - 2015-16)
- HIO Terminal Area and Cornell Frontage Business Study (2015-16)
- HIO Stormwater Master Plan (2016)
- Airport Zone/ASCO (2018/19)



# Intro to Airport Master Planning 101

- What is a Master Plan?
  - Comprehensive review of the airport and its surroundings
  - Framework to guide future airport use and development
- Pre-planning: Master Plan vs. Master Plan Update
  - Need for study
  - Role of the airport
  - Focused evaluation of facilities and future needs
- Study design: Process tailored to specific needs of the airport and community



# Federal Aviation Administration

- Review & participation in planning process
  - Funding
  - Scoping
  - Advisory Committee
- Approval
  - Forecasts
  - Airport Layout Plan





# Common elements of a master plan study

- Public Involvement
- Environmental Considerations
- Existing Conditions
- Aviation Forecasts
- Facility Requirements
- Alternatives Development & Evaluation
- Airport Layout Plans
- Facilities Implementation Plan
- Financial Feasibility Analysis



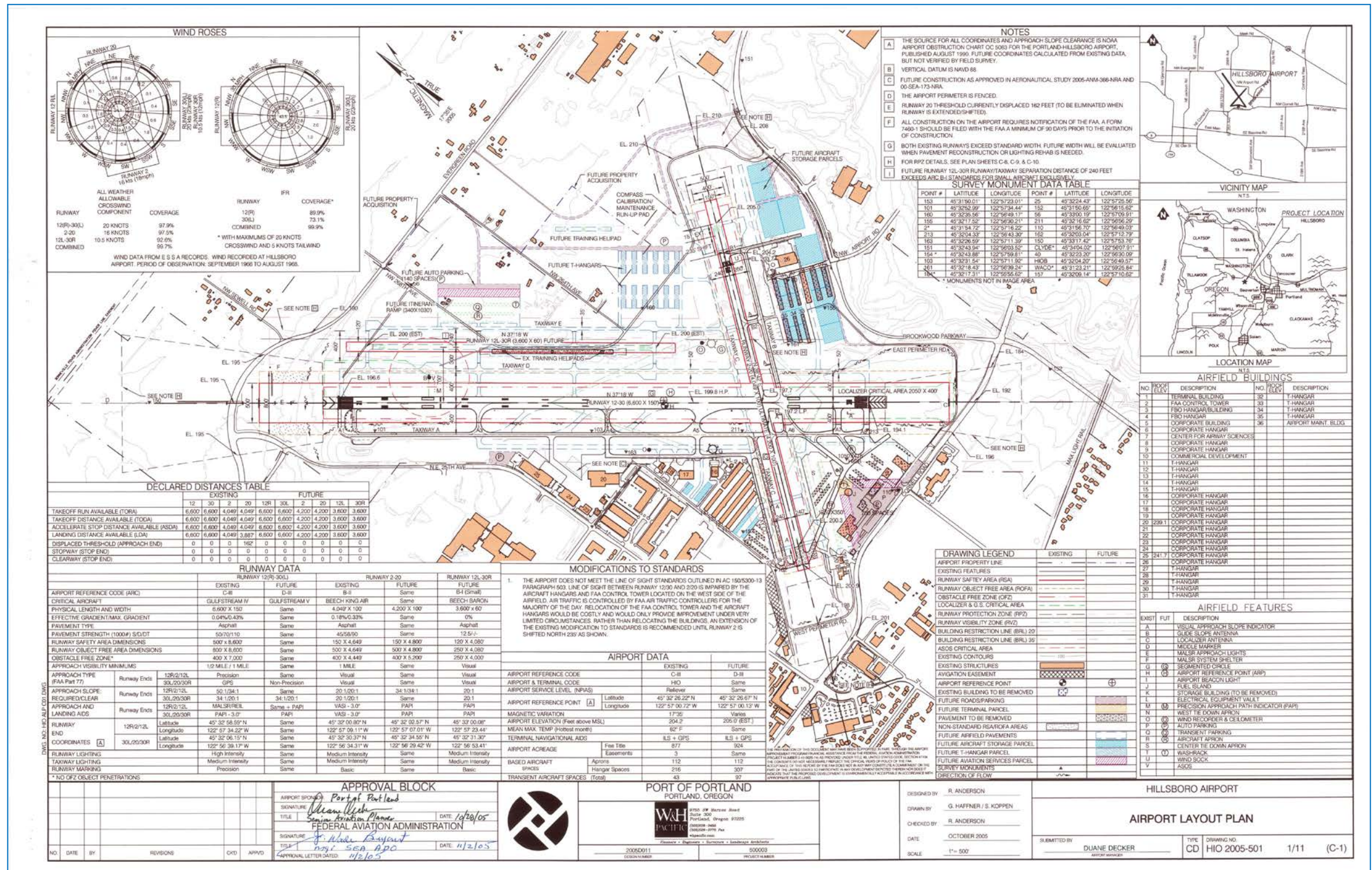
# Other elements for consideration

- Sustainability
  - New FAA Guidance
  - Port Policy
- State/Local Planning Coordination
  - Oregon State Airport Planning Rule
- Follow-on Public Involvement
  - Project Advisory Committee Report
  - HARE



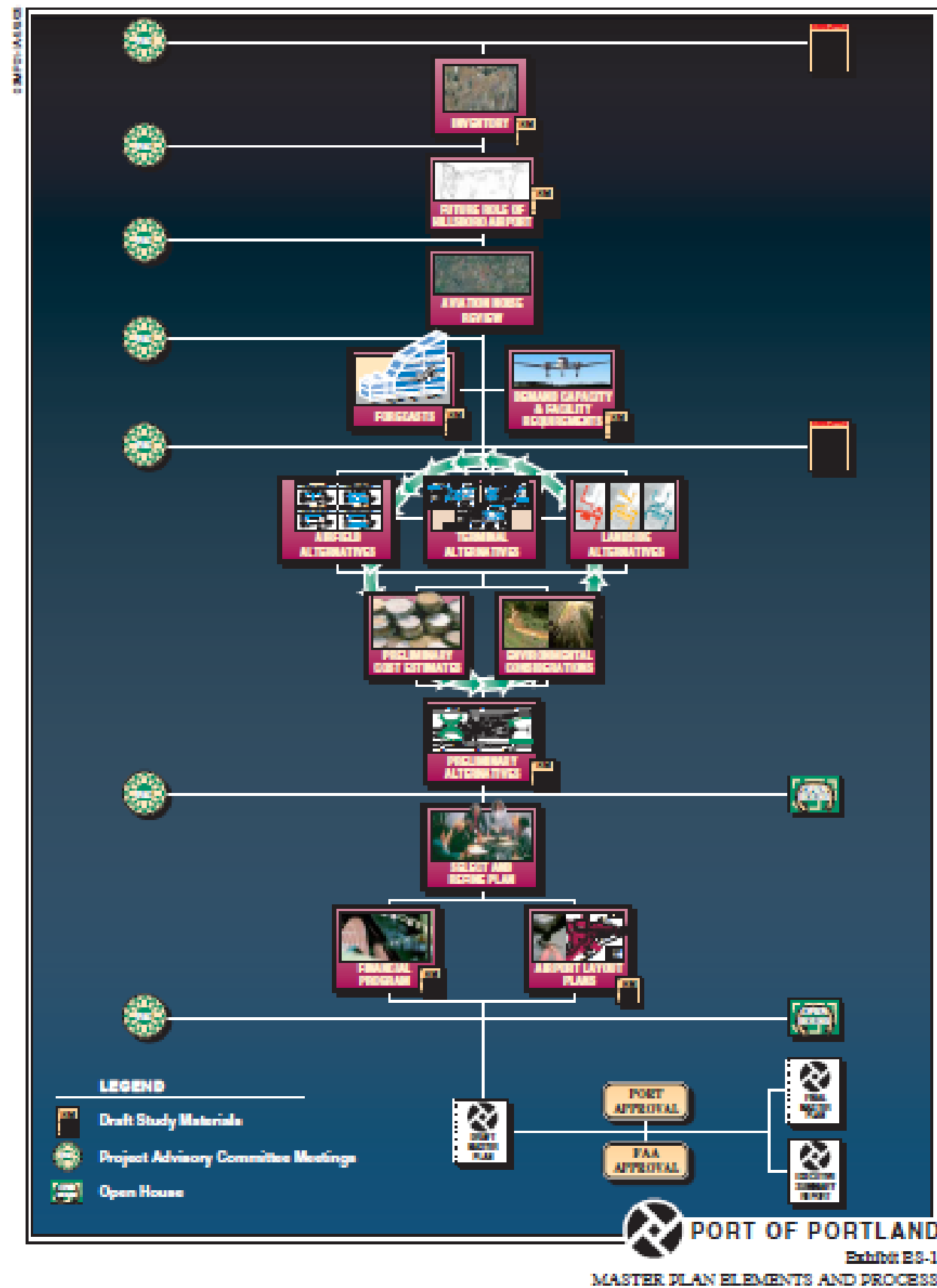


# 2005 Airport Layout Plan





# 2005 HIO Master Plan Process



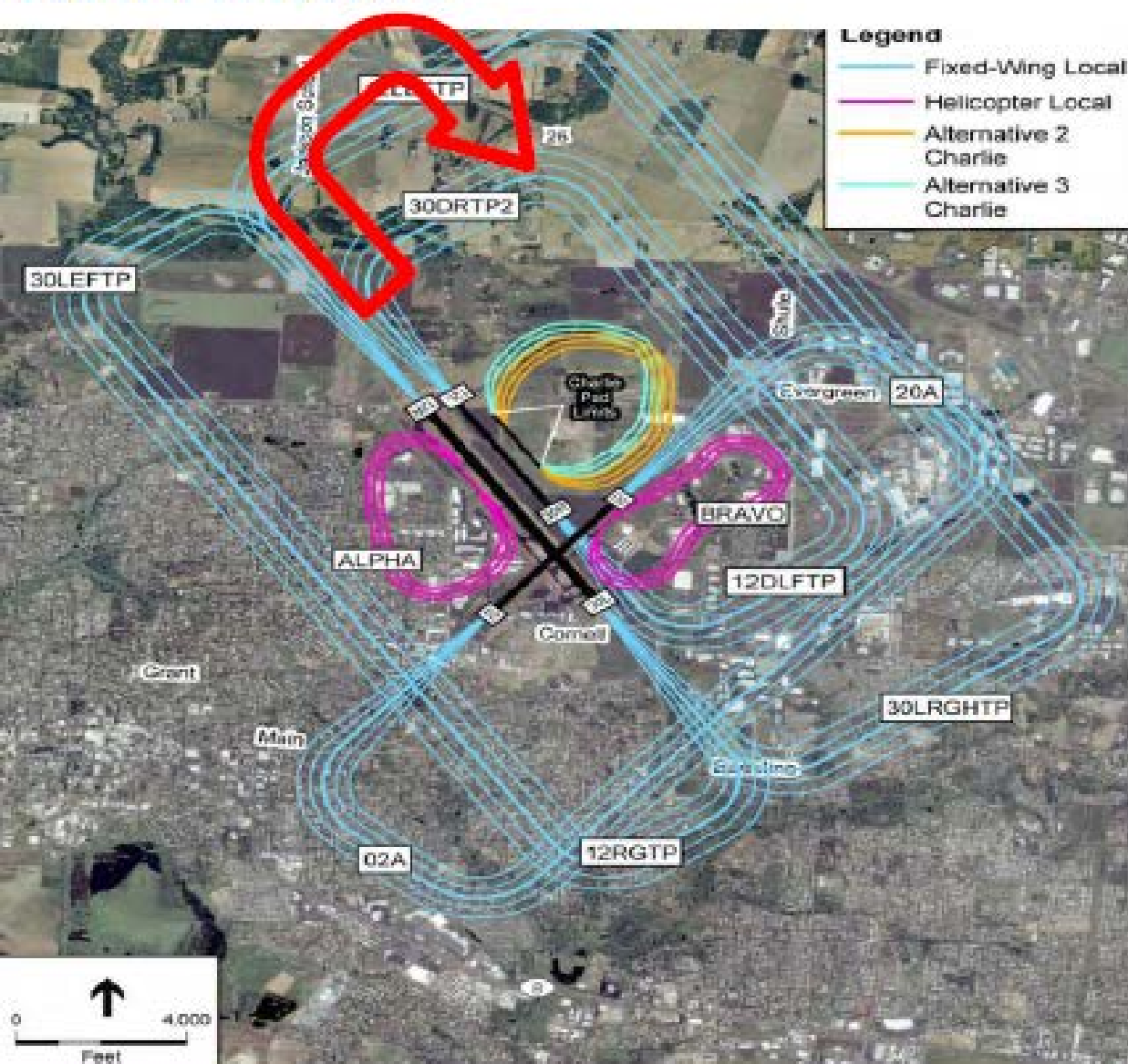
# HIO Parallel Runway Update



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Presented to HARE Committee  
September 30, 2015  
Phil Stenstrom  
Aviation Noise Program

# New Patterns



## ■ Fixed Wing

- 13L/31R pattern approximately  $\frac{1}{2}$  mile closer in to HIO
- 13R/31L pattern limited to balance workload & coincides with existing downwinds
- Upwind extensions

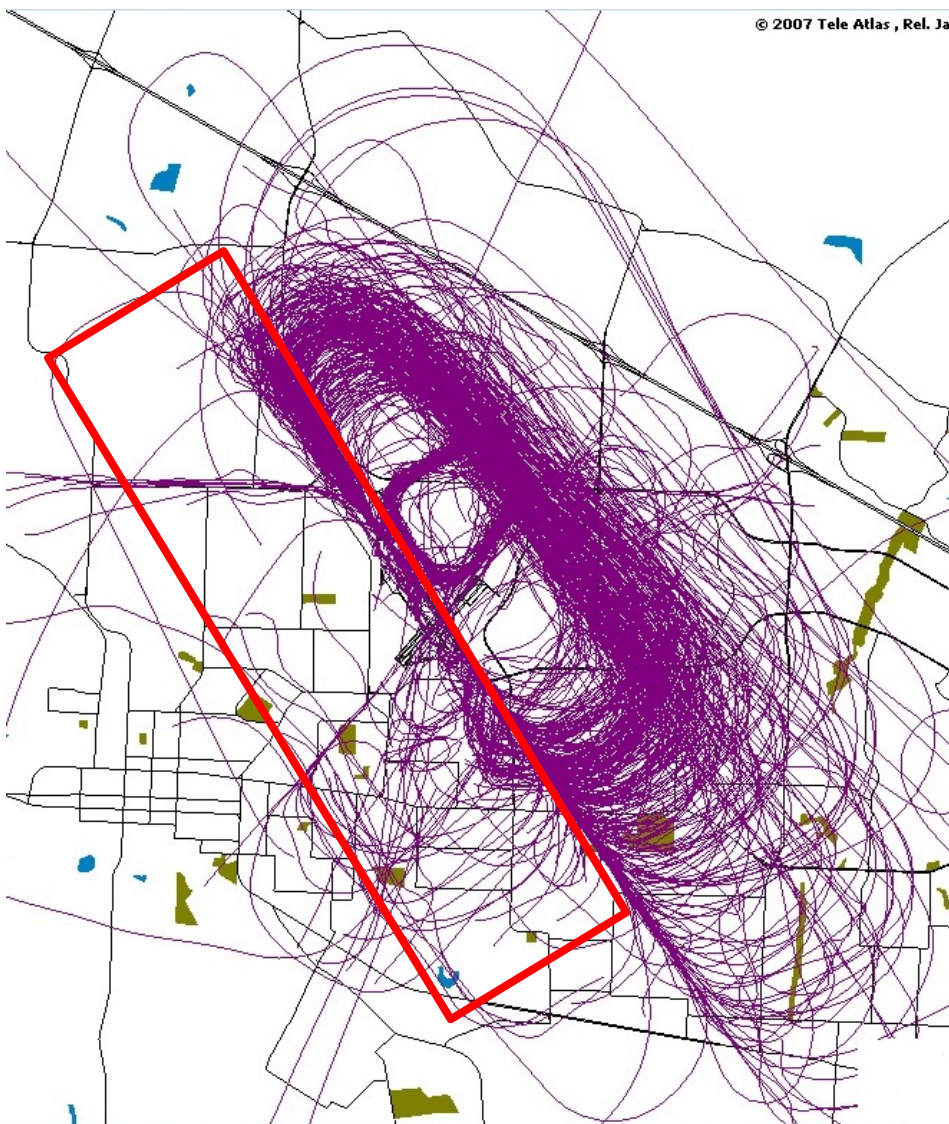
## ■ Helicopters

- Still 3 in Charlie
- RWY 13L/31R flows limit Bravo use

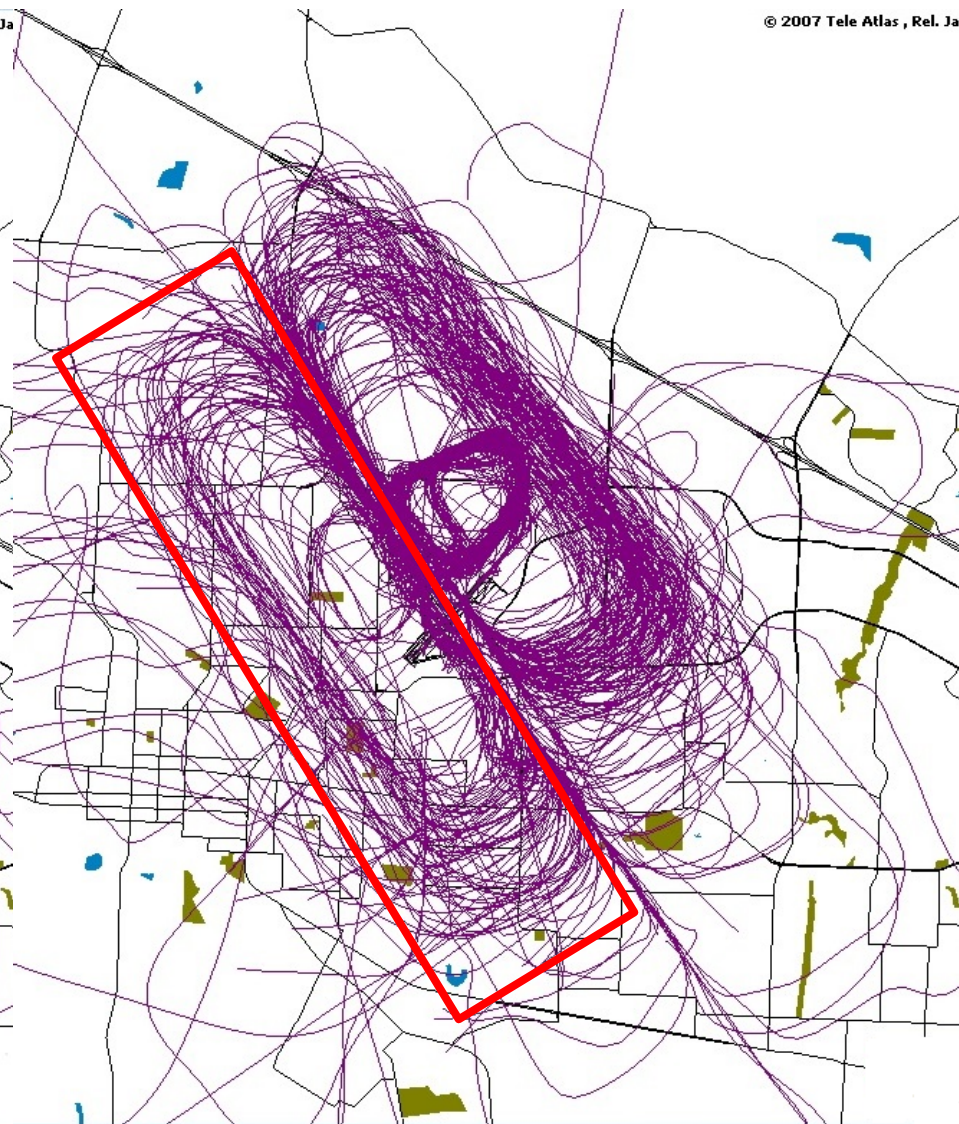


# Touch-and-Go Ops Comparison

July 5<sup>th</sup> thru 11<sup>th</sup>, 2014



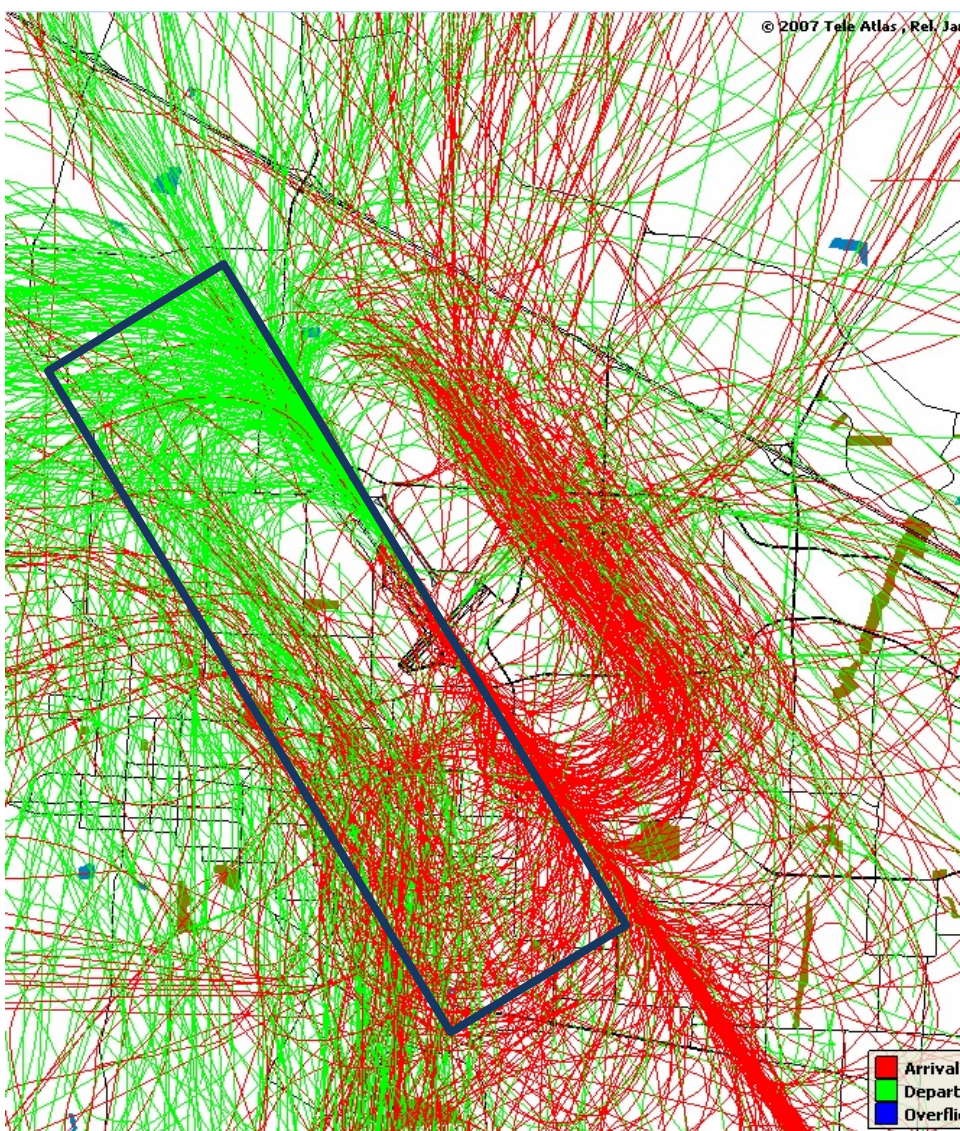
July 6<sup>th</sup> thru 12<sup>th</sup>, 2015



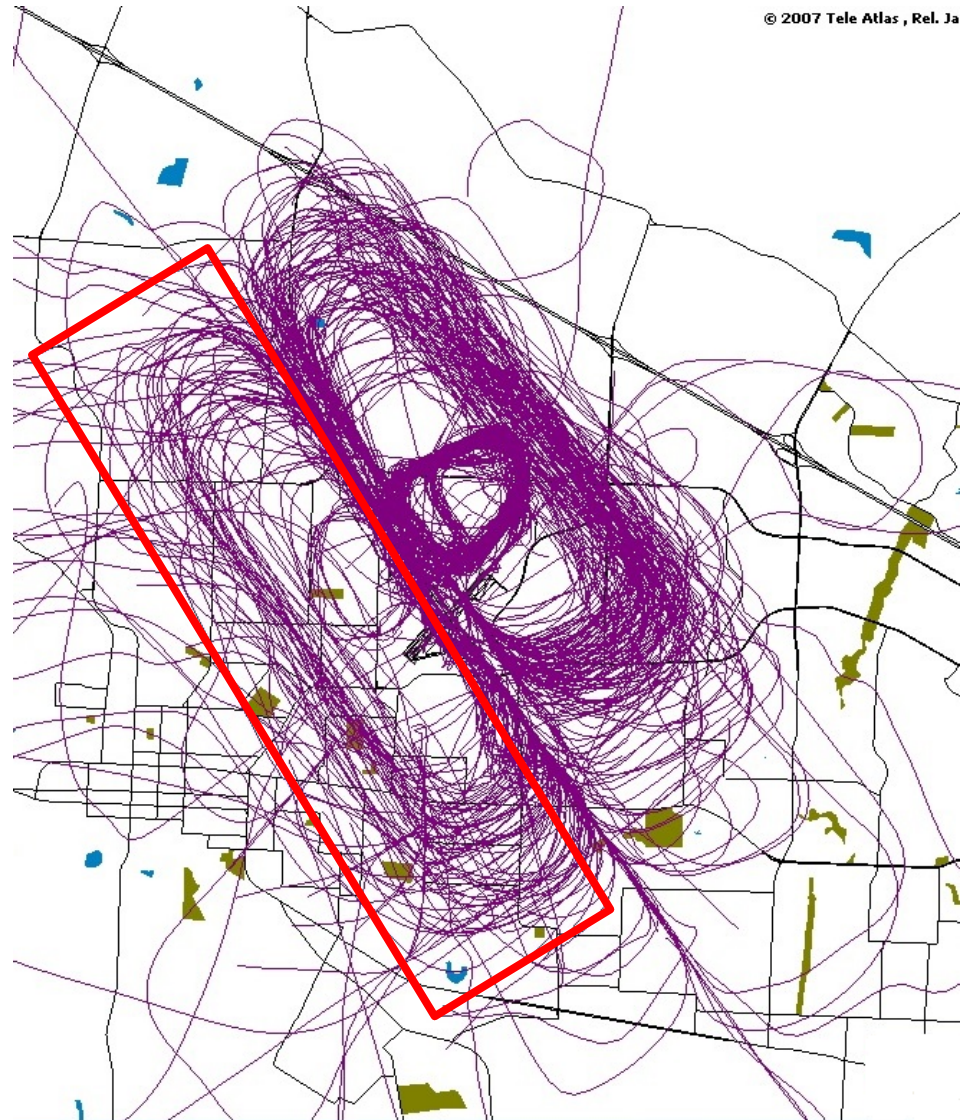


# Pattern Traffic West of the Airport Isn't New

July 5<sup>th</sup> thru 11<sup>th</sup>, 2014



July 6<sup>th</sup> thru 12<sup>th</sup>, 2015

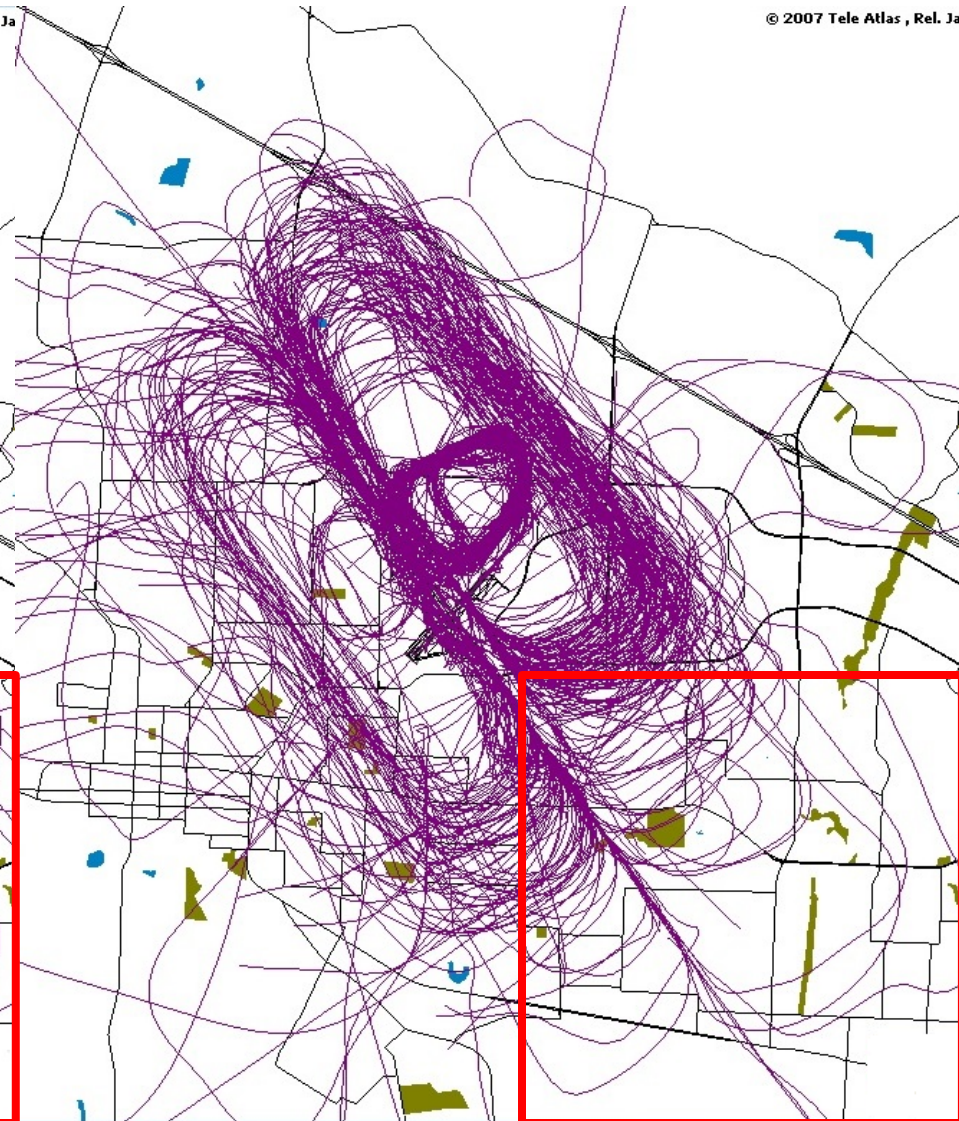
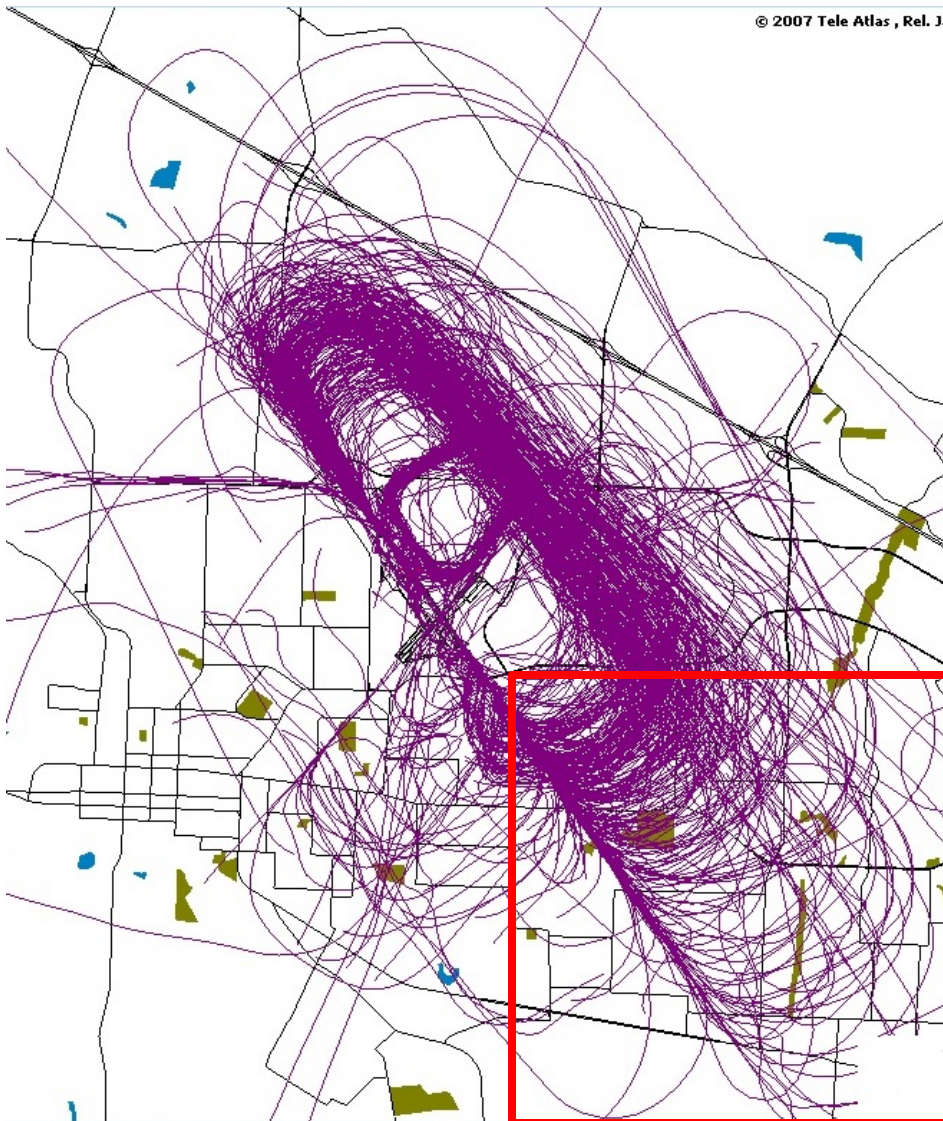




# Touch-and-Go Overflight Traffic Has Been Reduced to the Southwest

July 5<sup>th</sup> thru 11<sup>th</sup>, 2014

July 6<sup>th</sup> thru 12<sup>th</sup>, 2015



# Traffic Hasn't Increased with the addition of 13L/31R

Comparison – May thru July 2014 (Base) Vs May thru July 2015

## ATADS : Airport Operations : Comparison Report

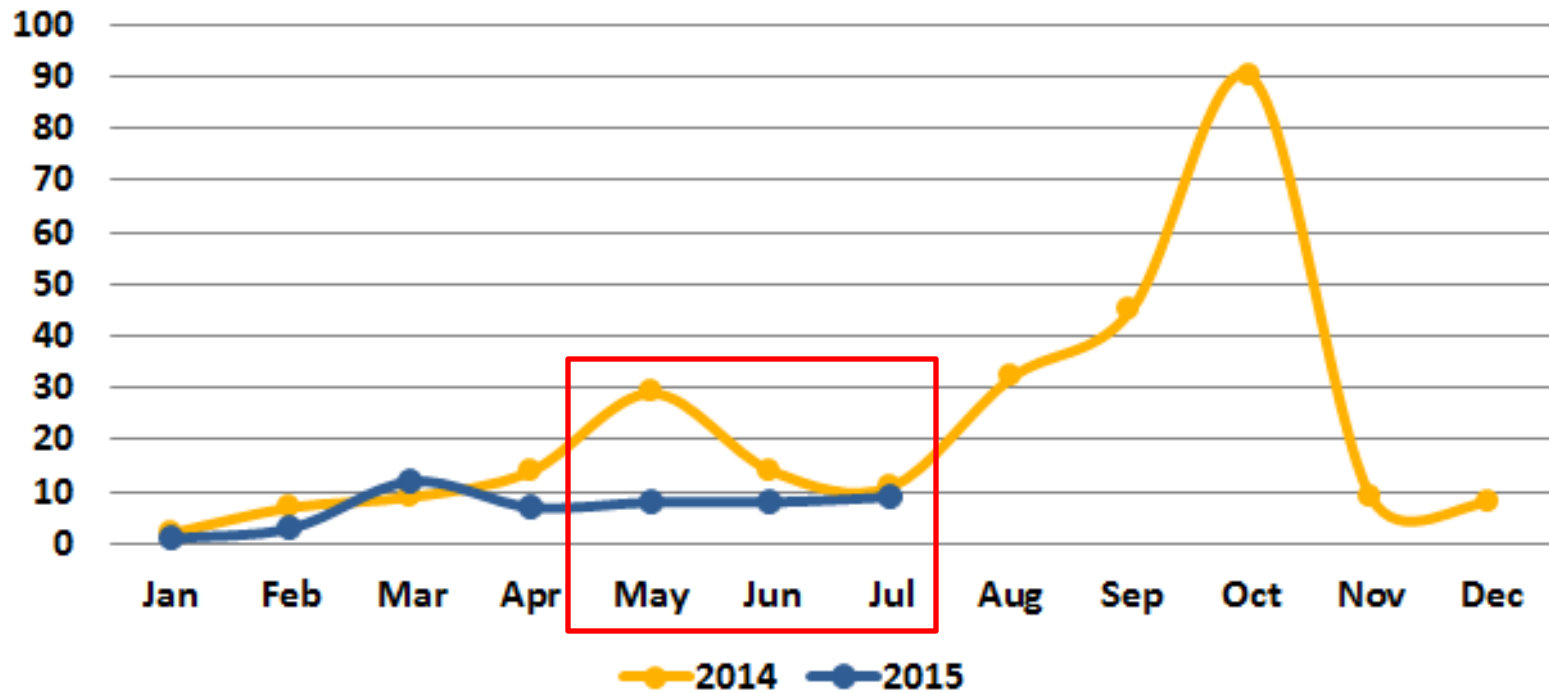
Base : From 05/2014 To 08/2014 | Facility=HIO  
Comparison : From 05/2015 To 08/2015 | Facility=HIO

Data Set	Itinerant					Local			Total Operations
	Air Carrier	Air Taxi	General Aviation	Military	Total	Civil	Military	Total	
Comparison	32	1,505	29,926	248	31,711	42,203	3	42,211	73,922
Base	1	1,432	32,975	84	34,492	55,151	0	55,151	89,643
Difference	31	73	-3,049	164	-2,781	-12,943	3	-12,940	-15,721
% Change	3100.00	5.10	-9.25	195.24	-8.06	-23.47	300.00	-23.46	-17.54

Report created on Fri Sep 25 17:06:24 EDT 2015  
Sources: Air Traffic Activity System (ATADS)

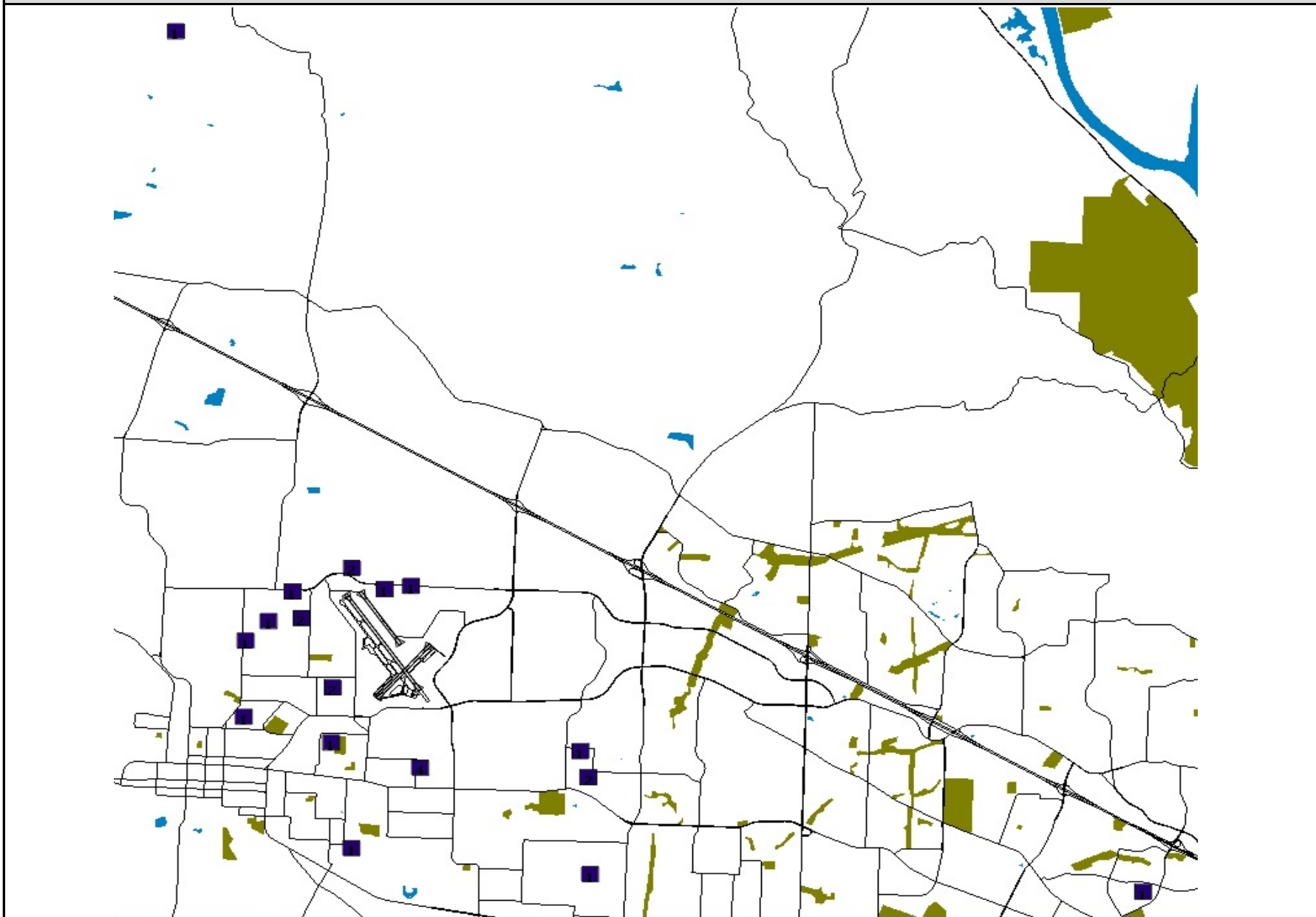
## Complaints Haven't Increased with the addition of 13L/31R

### HIO ANNUAL SUBMISSIONS COMPARISON - YEAR TO DATE



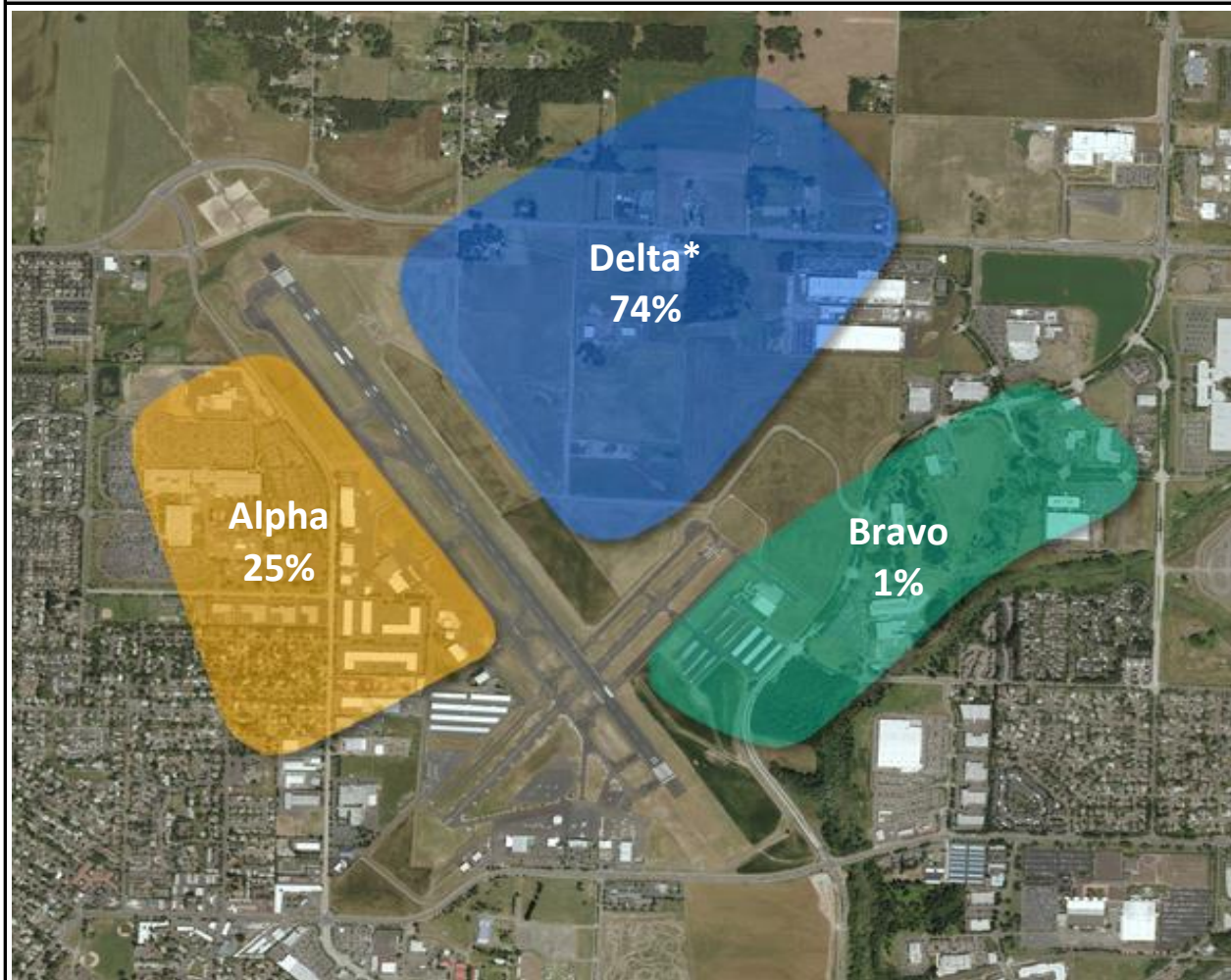
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2014	2	7	9	14	29	14	11	32	45	90	9	8
2015	1	3	12	7	8	8	9					

## Q2 - 2015 HIO NOISE COMPLAINT LOCATIONS





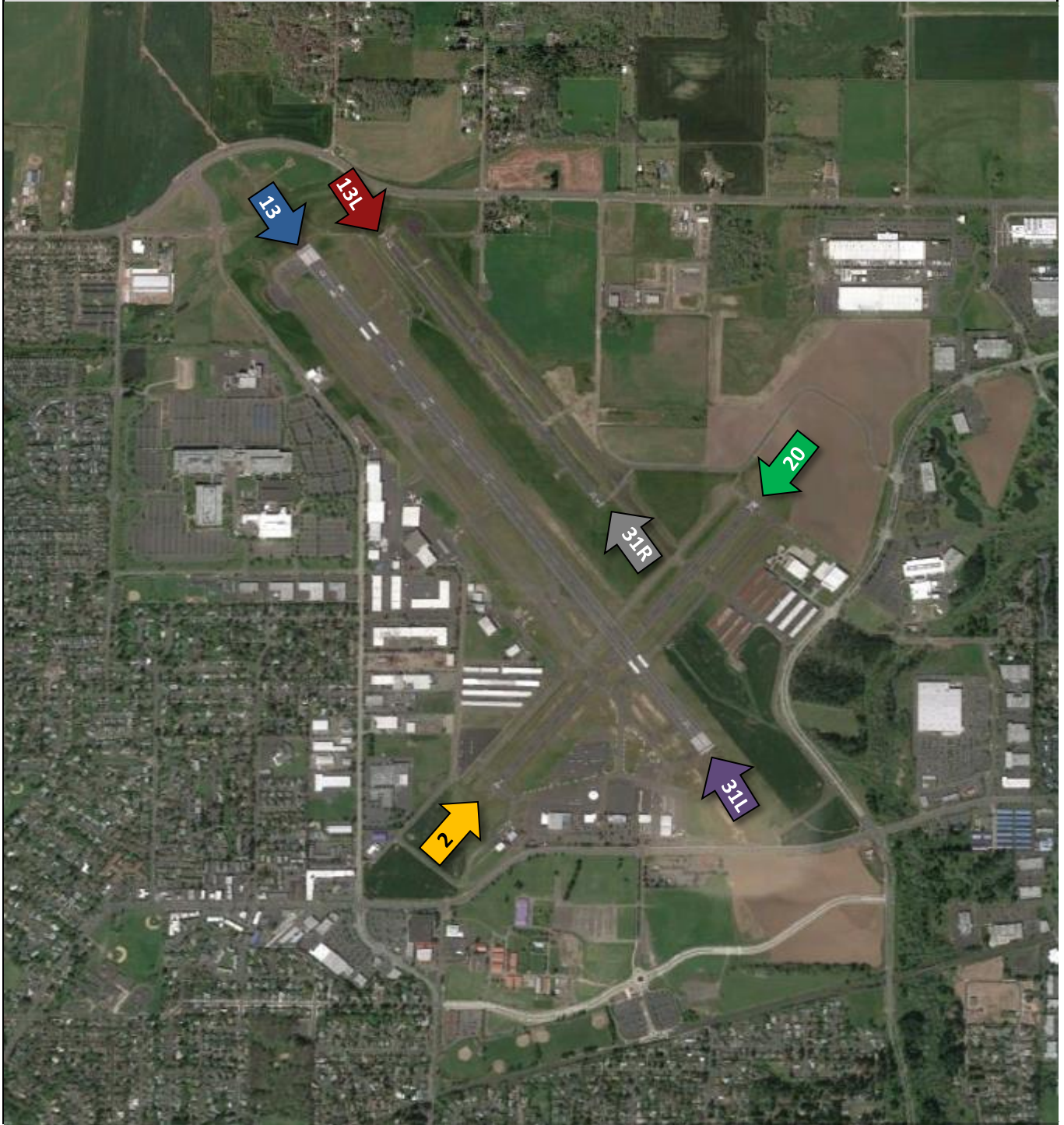
# HILLSBORO HELICOPTER PATTERN UTILIZATION - Q2, 2015



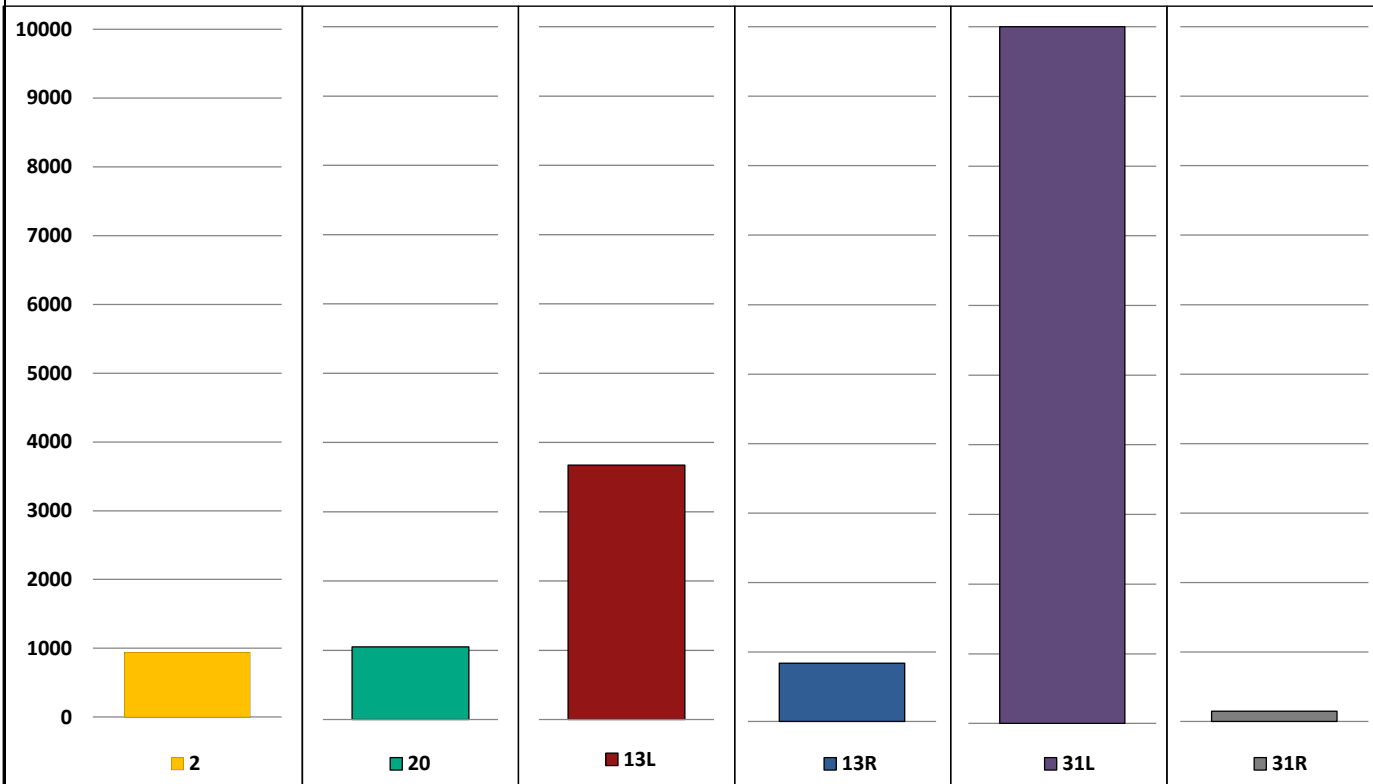
Month	Alpha		Bravo		Delta*		Total
	Count	Percent	Count	Percent	Count	Percent	
Jan	1072	27%	104	3%	2818	71%	3994
Feb	1505	30%	103	2%	3342	68%	4950
Mar	2018	37%	108	2%	3368	61%	5494
Q1	4595	32%	315	2%	9528	66%	14438
Apr	2266	44%	64	1%	2868	55%	5198
May	814	17%	5	0%	3915	83%	4734
Jun	659	14%	5	0%	4117	86%	4781
Q2	3739	25%	74	1%	10900	74%	14713
Jul							0
Aug							0
Sep							0
Q3	0		0		0		0
Oct							0
Nov							0
Dec							0
Q4	0		0		0		0
YTD	8334	29%	389	1%	20428	70%	29151

\* Charlie pattern was renamed Delta with the opening of runway 13L / 31R on 4/30/15

# HILLSBORO AIRPORT RUNWAY LAYOUT



## Combined Runway Utilization, Q2 - 2015

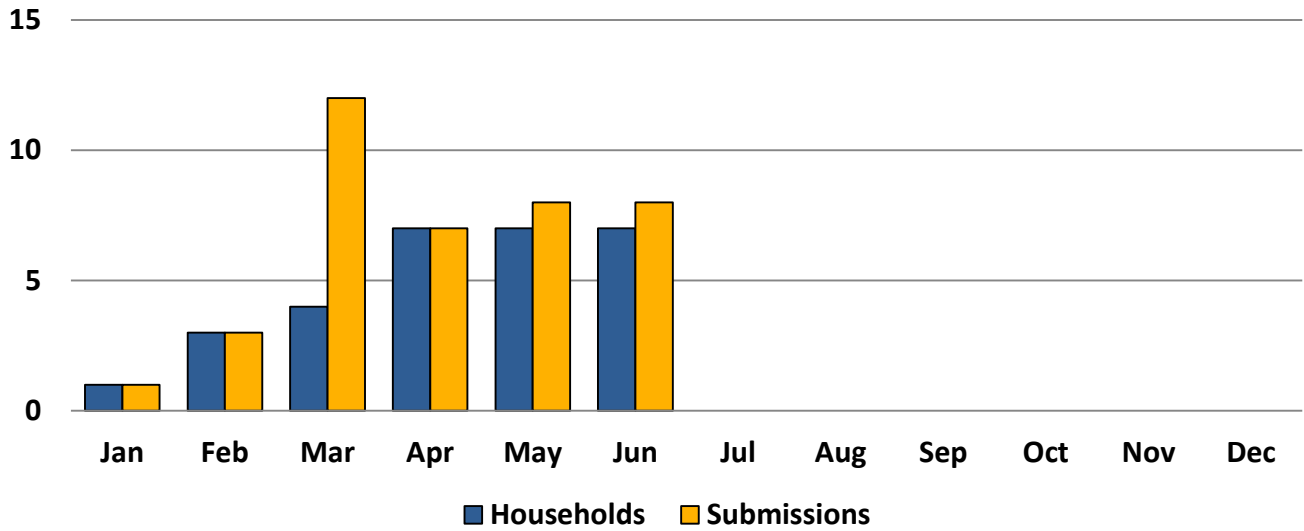


		Jan	Feb	Mar	Q1	Apr	May	Jun	Q2	Jul	Aug	Sep	Q3	Oct	Nov	Dec	Q4	YTD
2	Ops Count	156	600	175	931	296	325	324	945				0				0	1876
	Percentage	4%	15%	4%	7%	6%	6%	5%	6%									6%
20	Ops Count	387	387	770	1544	447	311	291	1049				0				0	2593
	Percentage	10%	10%	16%	12%	9%	6%	5%	6%									9%
13L	Ops Count	0	0	0	0	0	906	2769	3675				0				0	3675
	Percentage	0	0	0	0%	0%	17%	45%	22%									12%
13R	Ops Count	523	538	785	1846	496	214	127	837				0				0	2683
	Percentage	13%	14%	16%	14%	10%	4%	2%	5%									9%
31L	Ops Count	2896	2419	3227	8542	3865	3632	2504	10001				0				0	18543
	Percentage	73%	61%	65%	66%	76%	67%	41%	60%									63%
31R	Ops Count	0	0	0	0	0	41	109	150				0				0	150
	Percentage	0	0	0	0%	0%	1%	2%	1%									1%
All	Total	3962	3944	4957	12863	5104	5429	6124	16657	0	0	0	0	0	0	0	0	29520

Notes: 1) Runway 13L / 31R became operational on April 30, 2015. 2) Counts reflect total operations, divide in half to estimate arrivals and departures. 3) Relatively short distance between the parallel runways limits ability to accurately separate their operations counts.

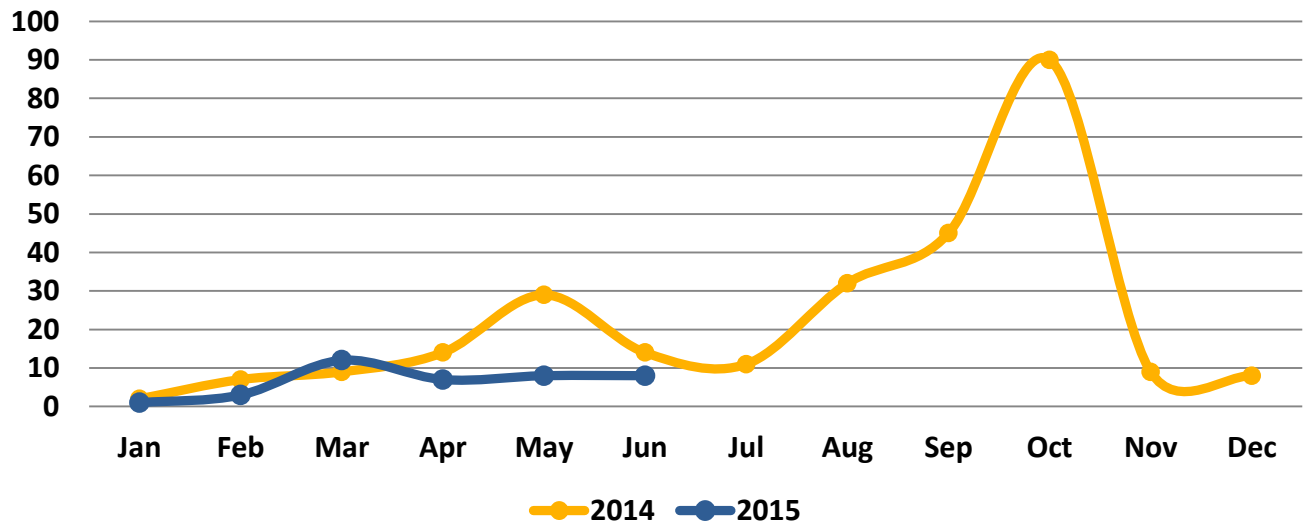


## HIO SUBMISSIONS TO HOUSEHOLD COMPARISON



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Households	1	3	4	7	7	7						
Submissions	1	3	12	7	8	8						

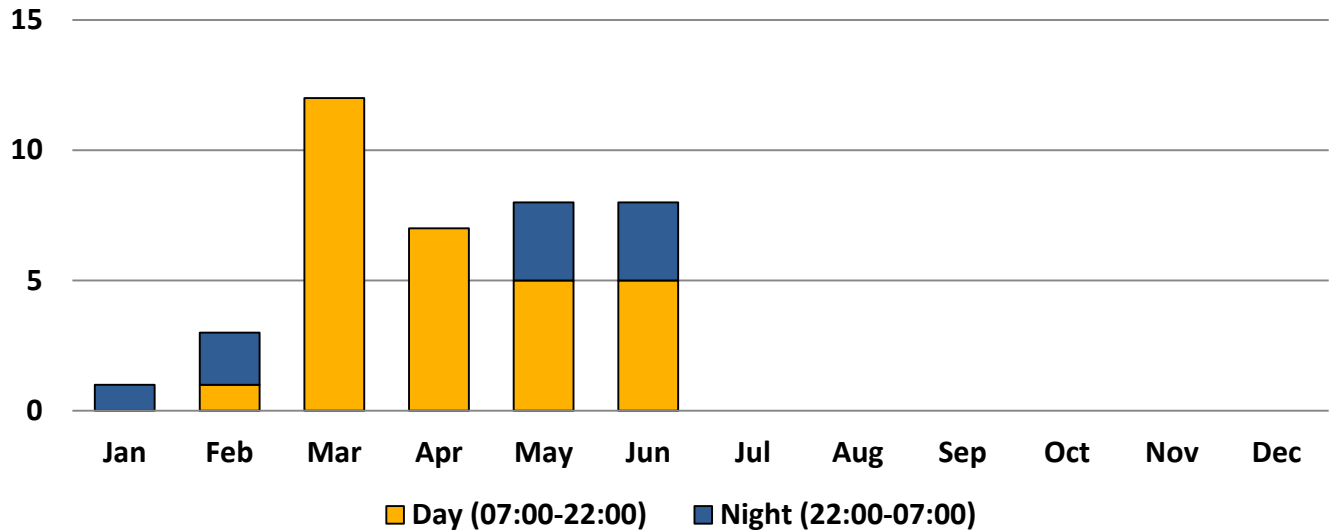
## HIO ANNUAL SUBMISSIONS COMPARISON - YEAR TO DATE



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2014	2	7	9	14	29	14	11	32	45	90	9	8
2015	1	3	12	7	8	8						

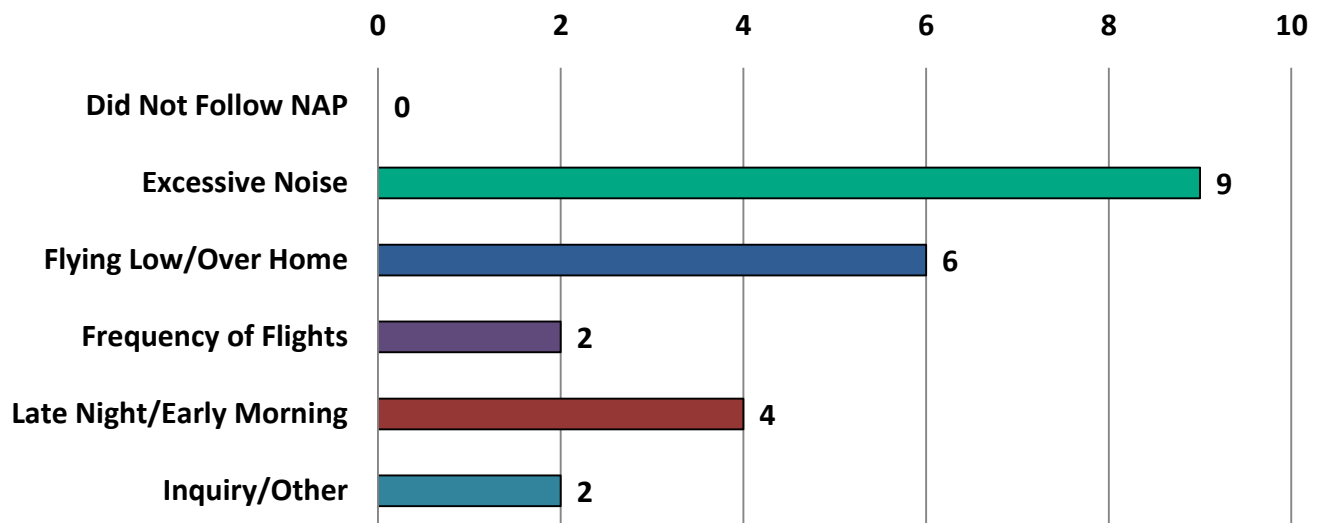


## HIO SUBMISSIONS BY TIME OF DAY



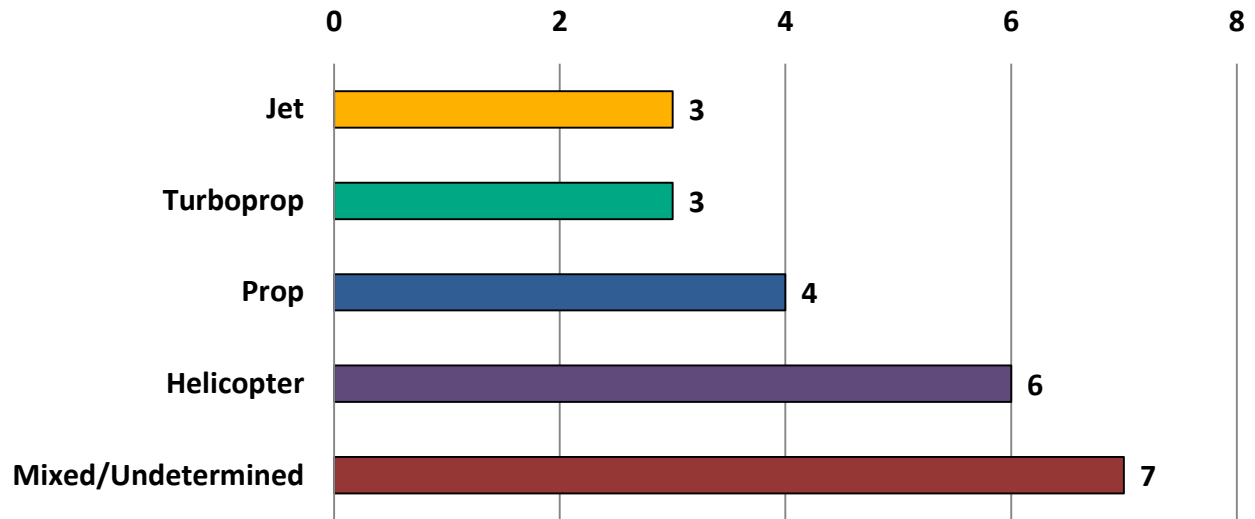
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Day (07:00-22:00)	0	1	12	7	5	5						
Night (22:00-07:00)	1	2	0	0	3	3						

## HIO SUBMISSIONS BY MAIN CONCERN Q2 - 2015



	Q1	Q2	Q3	Q4
Did Not Follow NAP	0	0		
Excessive Noise	11	9		
Flying Low/Over Home	2	6		
Frequency of Flights	3	2		
Late Night/Early Morning	0	4		
Inquiry/Other	0	2		

## HIO SUBMISSIONS BY AIRCRAFT CATEGORY Q2 - 2015



	Q1	Q2	Q3	Q4
Jet	0	3		
Turboprop	1	3		
Prop	3	4		
Helicopter	3	6		
Mixed/Undetermined	9	7		